

THE BULLETIN

NATIONAL RAILWAY
HISTORICAL SOCIETY



VOLUME 31, NUMBER 1
1966



Wally Johnson

Cass Scenic Railroad, May 8, 1965. Shays 5 and 7 churn it out on the Old Dominion Chapter's visit, the first occasion both these engines doubleheaded a revenue trip. This photo is a striking preview of the 1966 Richmond convention, which will visit the former Mower Lum-ber Company road, now operated by the West Virginia Department of Natural Resources. The 4 to 5 per cent average grade of this line, with sections up to 10%, is a thoroughly authentic setting for the Lima geared engines.



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OUR COVER: Pennsylvania Railroad D16 1223, leased to the Strasburg Rail Road, passes through Lancaster, Pa., station with a 4-car special passenger train, November 20, 1965. Blast plates are still in place, although the previous steam engine to use them had departed eight years before. The D16 is running in reverse, a diesel pulling on the rear; the event is more fully described beginning on page 22 (L. L. Hoy).

REAR COVER: Characteristic of railroading in the Pacific Northwest are tall timber trestles. Typical of them is Mendenhall Creek trestle on the Vernonia, South Park and Sunset Steam Railroad. It was the location of a spectacular movie run for Portland Convention visitors. The full character has been captured here by Staff Photographer Ara Mesrobian.

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Deadlines for chapter news are: February 1, April 1, June 1, August 1, October 1, December 1.

Manuscripts always welcome, preferably not longer than 2500 words, double spaced on one side of a page. Please include one carbon copy. Clear glossy photos to illustrate articles, and of action and historical subjects, are also requested.

Articles in this magazine do not express the official NRHS attitude on any subject unless specifically designated as such.

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The Society has three classes of membership, Associate, Chapter, and Family. Chapter members are those who affiliate with a local Chapter. For information regarding Chapter membership, meetings, and local activities, write to the Chapter Director who lives nearest you. Associate members are those who do not live near, or who do not care to affiliate with a local Chapter. National dues are \$3.50 per year, which includes subscription to the Bulletin, our magazine, issued bi-monthly. Chapter dues are generally nominal.

Family memberships, at the cost of \$1.00 per year, are open to wives, mothers, daughters, nieces and aunts of and domiciled with Chapter or Associate members. Family members receive a membership card, are listed in the membership roster, and are entitled to attend Society meetings. They do not have the right, however, to hold National office, and do not receive a copy of the Bulletin. The purpose of this class of membership is the encouragement of participation of entire families in the Society's work.

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THE PORTLAND CONVENTION

A Staff Report



Ara Mesrobian

One of Portland's outstanding landmarks is Council Crest, highest point in the city. Until August 10, 1949, the name Council Crest to the traction fan meant a street car line of particular fascination, which wound its way through some of the city's finest residential areas to reach the mountaintop park, affording a panoramic view. Use of wooden deck-roofed Brill semi-convertibles equipped with dynamic braking gave the operation a distinctive flavor. Today 506 stands in the park, preserved by the city, which repainted the car for the NRHS convention.



Robert B. Murphy

Spokane, Portland & Seattle Class P-2 Mountain type 2507 was one of three locomotives on display at Portland Union Station for the 1965 convention. This locomotive was built by Baldwin in 1923 for the Great Northern, and was photographed outside the Portland roundhouse. It was repainted and moved to Portland especially for the convention, an example of the railroads' effort to make the convention a success.

The 1965 convention — the first the NRHS has ever held on the West Coast — was excellent by general agreement of all concerned. Site was Portland, Oregon, the Rose City, and host chapter was Pacific Northwest, assisted in many organizational details by Tacoma.

The Sheraton Hotel, not far from center-city Portland, was convention headquarters. In the Assembly Area, off the main lobby, registration headquarters had been set up to greet the visitors. In Rooms 246-248-250, the host chapters had set up displays showing various aspects of railroad and trolley operations in the Portland area, and the Pacific Northwest in general. Also, arrangements had been made for the sale of various railroad and traction material in this room.

In addition, the Assembly Area contained an advertisement for next year's convention in Richmond, Virginia, about which more will appear in future issues of the Bulletin.

Official convention activities began Friday morning, September 3, with a choice of one of two trips — one to the Shady Dell model live steam display, south of Oregon City, and the other to

Oaks Pioneer Park and the Peninsula Terminal Railway.

The Shady Dell exhibit includes a model of a Southern Pacific 4-6-2, Virginia & Truckee 2-4-0 J. W. Bowker, and a Baltimore & Ohio vertical boiler "grasshopper" engine. En route, visitors stopped at Willamette Falls, from which point to Portland the first long-distance transmission line in the country was built.

This reporter, however, decided on the alternative trip. Busses of the Rose City Transit Company, the city transit operator in Portland, took us to the Oaks transportation museum, a project of the city's Park Bureau. The museum is located on the east bank of the Willamette River in the southern part of the city, alongside the right of way of Portland Traction's line to Oregon City, once electric, now diesel freight, and commands a view of the Southern Pacific main line across the river.

Displays at the park consist of:

Union Pacific 4-6-2 3203, built by Baldwin, builder's number 25717, rebuilt by UP subsidiary OWR&N at Albina in 1924.

Spokane, Portland & Seattle 700, a 4-8-4.

Consolidation 418, from Finland, 5-foot gauge. (It stands on a piece of track of this gauge). The engine's builder's plate indicates it was built by Linne & Jern as number 68 in 1904. The engine shows bullet marks from the Russo-Finnish War.

Southern Pacific 4-8-4 Daylight engine 4449 — built by Lima in 1941, builder's number 7217. This is the last of the famous 4-8-4's built for daylight service, the trains having been dieselized long ago.

Portland Traction Brill-built master unit 4012. This car was one of those used in interurban service, until the service was discontinued in 1958.

Portland Traction wooden single-truck sweeper 1455.

The museum is presently located in an undeveloped swamp area. Plans, however, call for draining of the swamp, enlargement of the rail display area, and building of a loop for ultimate operation.

Next stop on our tour was the Penin-

sula Terminal Company, located in the industrial area in the northwestern part of the city. The railway provides switching service for the Portland Union Stockyards and nearby industries. En route, however, we were treated to the sight, at St. Johns, of a Northern Pacific time freight coming down from Seattle.

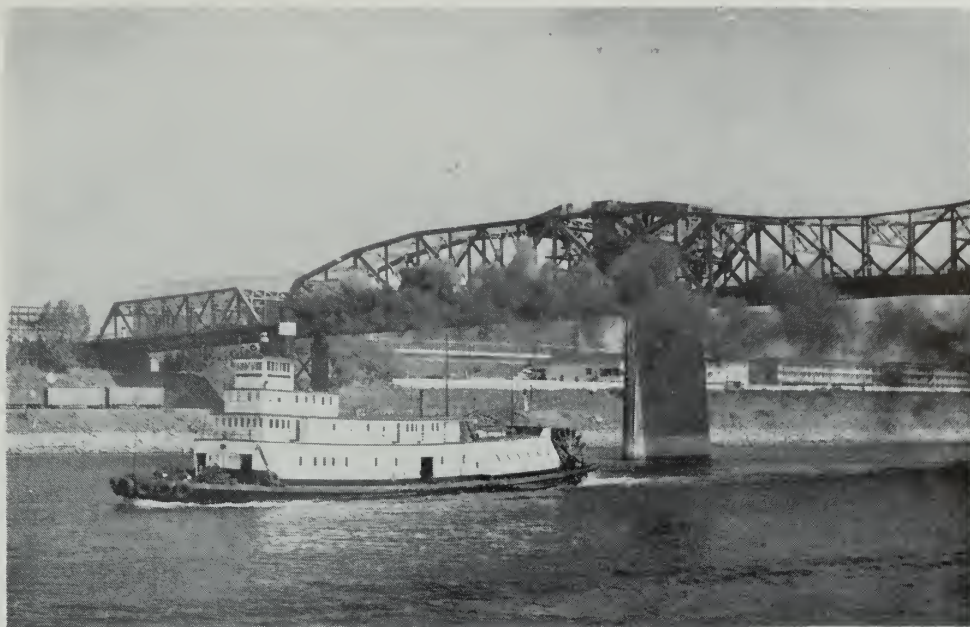
Brought out into the bright sunshine for the photographers was PT's 103, a 2-6-2T. In the engine house adjacent was sister 104. Both engines were built by Baldwin in 1926 as 55482 and 59137 respectively for the Silver Falls Timber Company, of Silverton, Oregon, and acquired by the terminal company in the late 1940's. Neither is presently in service, and the 103 has been recently sold to the Black Hills Central, in South Dakota.

Learning that the one diesel — General Electric-built 50-ton side-rod engine 901 — was out on the line (the Peninsula Terminal has about three miles of track), we proceeded to the other end of the railroad and watched the diesel

Robert B. Murphy

Oaks Pioneer Park Transportation Exhibit contains a diversity of equipment. Left front, Union Pacific 4-6-2 3203; behind it, SP&S 4-8-4 700, which pulled the last steam excursion on that railroad in May 1956. On the right, Finnish Consolidation 418, and behind it, Southern Pacific GS-4 Daylight engine 4449. Traction is also represented at the museum.





Robert B. Murphy

The Portland convention was notable for its varied activities. One of the Friday highlights was a harbor cruise on the immaculate stern-wheeler *Portland*, a trip made possible through the cooperation of the Port of Portland. After discharging her passengers, the *Portland*, in this picture, makes a photo run for railfans' cameras — the first steamboat to do so at any NRHS convention.

switching the Stauffer Chemical Company plant.

Next stop was lunch, at the River Queen restaurant.

In 1922 the Southern Pacific took delivery of the ferry "*Shasta*" for San Francisco-Oakland service. When the bridge between the two cities was built, the "*Shasta*" was sold to the state of Washington for Puget Sound ferry service. Again she was displaced, this time by more modern vessels, and went to Portland for the 1959 Oregon centennial. Christened "*Centennial Queen*" she carried passengers from Portland to the fair grounds. In 1961 she was sold to her present owners, renamed "*River Queen*", and made a floating restaurant; now, with her engines removed, she lies in the Willamette River a short distance north of Union Station. This reporter was informed that as a high quality restaurant she has been highly successful commercially.

Here we were served a delicious buffet lunch, and, having finished eating, we found the towboat "*Portland*" waiting for us.

This ship is the only genuine steam sternwheeler on the West Coast. She was built in 1947 by the Northwest Marine Iron Works for the Port of Portland, her present owners. She is 219 feet long, has a 6-foot draft, and her 25½-foot stern wheel enables her to work in tight places in and around Portland harbor.

Our trip on the "*Portland*" — the first time, by the way, that this vessel has ever been used for such a purpose — served to remind us of the importance of the port, which is the Pacific Coast's grain export center. Over 1600 ships per year put in here.

We went on her down the Willamette River to its mouth, at the junction with the Columbia, with a side trip into the Swan Island lagoon — a distance of about five miles. We passed under the Spokane, Portland & Seattle's swing bridge, which carries not only that road's Great Northern and Northern Pacific trains east, but also trains to Seattle, with connections there for Vancouver, B. C. In fact, on our return trip, we saw Great Northern train 459 going toward



Ara Mesrobian

Conventioners and their families will pleasantly recall an enjoyable Friday evening spent in Washington Park, where a salmon barbecue was followed by trips on the Portland Zoo Railway. PZR 4-4-0 number 1 was a revelation to steam enthusiasts, with its banshee whistle, which resounded lustily along the woodland route, and its hard-working wide-open exhaust. Here the 2½-foot gauge special awaits the stationmaster's signal at Washington Park station.

Seattle (GN, NP, and UP each supply one train for this service).

Next stop on our bus tour was the red-brick Union Station.

On permanent display in the plaza in front of the building is the first locomotive used in the Pacific Northwest. It is an 0-4-0 named Oregon Pony, originally used as a portage engine at Cascade Locks, forty miles east of Portland on the Union Pacific main, to get around rapids in the Columbia River.

On display behind the station:

Lima-built Shay, number 1, builder's number 3233, built in September 1923. This engine came from the Mount Emily Lumber Company, La Grande.

Northern Pacific 4-4-0 684, Class C-1. This engine was built by the Rome Locomotive Company, Rome, N. Y., and the builder's plate bears the date September 10, 1883 and number 39. Surprisingly,

she is in operating condition, but this writer, for one, would hesitate before having her take any coaches on a fan trip. In fact, she is used only for exhibitions.

Spokane, Portland & Seattle 4-8-2 2507, Class P-2, built by Baldwin in 1923.

From here we went to Council Crest, in the southwestern part of the city. The hill, with a park on its summit, is well known to traction fans as having been climbed by one of the most picturesque car lines in America, comparable perhaps only to the famous Mountain line in Montreal. Preserved at the top is former Portland Traction car 506, one of the series of cars that served the line, which was abandoned in 1950. Our busses took us up to see the 506 and admire the view from Council Crest, the highest point in the city.



Upper, Ara Mesrobian

Trams representative of far corners of the British Empire meet at Glenwood Trolley Park. The museum operates cars from places as far distant as Blackpool, England, and Brisbane, Australia. Above, green and cream bogie (double-truck) car 48 of Blackpool Corporation is representative of the closed balcony type of British double-deckers. Glenwood's president, Paul Class, stands on the platform. Below, Brisbane tram 1187 is typical of Australian open-car design, a style somewhat akin to the California type car. The half open, half compartment arrangement is made desirable by the city's subtropical climate.

Lower, Jack M. Holst







*Left, both, Robert B. Murphy
Above, Ara Mesrobian*

If attendance at the Portland Convention did not approach recent records, because of the distance involved, chapter representation was most gratifying. Search these photos for familiar faces. For a start we suggest you find, in the upper left photo, Staff Photographer Ara Mesrobian catching the sun on the top deck of the Portland, and Film Library Chairman Harry Dodge, center foreground. Facing the camera right foreground is Charles E. Hayden, president of the Vernonia, South Park and Sunset, talking to John Egan (back to camera), of Goodna, Queensland, Australia, who came the greatest distance to attend the convention. Below left, the convention banquet, with Toastmaster Nelson Hickok at the rostrum. Above, part of the VSP&S's equipment fleet is open observation car 14, acquired from Pacific Great Eastern, which has converted it from an Oregon Electric Railway interurban motor. A clue to its electric railway origin can be noted to the right of the drum sign, where the trolley catcher bracket is clearly in view. Here visitors enjoy the sunshine at Top Hill.



Ara Mesrobian

Conclusion of the NRHS visit to the Vernonia, South Park & Sunset Steam Railroad was this doubleheader operated for the benefit of photographers at Banks. The 104, behind, a 2-6-2T, was put in operating condition for the NRHS convention, but cannot operate on the SP&S branch without ICC authorization. VSP&S owns its own short storage spur, however, on which both engines can operate without SP&S crews.

(Warning to visitors: the 506's windows are usually boarded up with a protective covering, since the car is in the middle of the park and unattended; however, for our visit, the protection was removed for the benefit of the photographers).

From here the busses took us to Washington Park, a few minutes' ride, terminus of the famous Portland Zoo Railway. Pride of this 30-inch gauge line is of course engine 1, the Oregon, an oil-burning 4-4-0, a miniature scale model of the Virginia and Truckee's Reno, built by PNW Chapter members. She normally pulls four open cars, each bearing the insignia of one of Portland's mainline railroads — 712, 713, 714, and 715, with the GN, UP, SP&S, and SP insignias respectively.

In addition, the PZR has a "Zooliner", modeled on the Aerotrain design of a few years ago. Its unit, powered by an automobile engine, is designated 580609, and its coaches (called Skydomers on account of their glass roofs) 1-Caesar, 2-Sheba, 3-Zero, and Skydomer Club-Rosy, these being the names of some of the zoo's animals.

At Washington Park, we were treated to a Chinook salmon dinner (included in the price of the convention ticket) and the steam train was ours for the evening.

The line of the PZR runs uphill from Washington Park to the zoo, a distance of about a mile and a half. The highly scenic route travels along the rim of a small canyon, designated Texas Gulch for PZR purposes, along which there are two passing sidings. The railroad also



Jack M. Holst

The Sunday trip was a diesel-powered special over the scenic SP&S line to Seaside, Oregon, formerly a famous route for public excursions, and a through route to San Francisco in connection with coastal steamers. Continuous waterside views along the Columbia to its mouth, and several trestles, such as this swing bridge at Blind Slough, provided varied photo opportunities.

takes special pride in its speeder, which came from the Southern Pacific 3-foot gauge lines in California, and has been narrowed to 30-inch gauge.

Adjacent to the zoo entrance is Union Pacific coach 1517, property of the PNW Chapter. This was originally a ladies' car on the City trains, and is to be moved to Oaks when the project is completed.

After several rides on the zoo railway, we returned to the hotel for the night, and the "pre-convention" activities ended.

Saturday morning, Tualatin Valley Buses took us to Glenwood Trolley Park. This, the only operating trolley museum in the Pacific Northwest, is located about twenty miles west of the city, in a picturesque valley at the foot of the

Coast Range. Operated by the Oregon Electric Railway Historical Society, Inc., it is planned to expand over a portion of the now-abandoned Gales Creek and Wilson River Railway, an old logging line, parts of whose right of way are clearly visible. This museum owns the following operating equipment:

Open-bench car 1187, from Brisbane, Australia.

Key System articulated set 169.

Pacific Great Eastern private car Bridge River, full of magnificent gingerbread furnishings, ex-Oregon Electric Champoeg.

Narrow gauge Los Angeles Railway California-style car 1318.

British Columbia Electric Railway interurban 1304, named Duke of Connaught.

Portland Traction (ex-Pacific Electric) 4022.

Double-decked tram 48 from Blackpool, England.

Portland city car 503, once used on the Council Crest line, twin of the 506.

In addition, two PEPCO (Portland Electric Power Company) car bodies are on the property — interurban 1063 and city car 611.

After everyone had had full opportunities of riding and photographing to their hearts' content, we left for Banks, ten miles away, and the Vernonia, South Park and Sunset Steam Railroad (the Sunset Line). This corporation operates steam excursions over a freight-only branch of the Spokane, Portland & Seattle, 21 miles to Vernonia, through some sensational scenery.

Our engine was a 2-6-2, number 105, built by Baldwin in January 1925, builder's number 58193. The train consisted of baggage car 124, coaches 605, 602, 603, and 604, resplendent in yellow paint, ex-Oregon Electric and ex-Pacific Great Eastern, bearing VSP&S lettering, and ex-PGE 14, once an interurban. The line runs excursions on summer Sundays for 21 miles through some extremely rugged country.

Our train backed out of the siding and headed north up the valley. We paralleled the Tillamook branch of the Southern Pacific for a couple of miles, then headed into the mountains, crossing over several enormous trestles, some of which had been filled in.

First stop was Mendenhall Creek trestle, which is on a curve. Here we made not one but two movie run-pasts, with lots of smoke. Next stop was Top Hill, the summit — and the grades on both sides are so steep that from the interior of the coach you can actually see the top of the hill. Then down a tremendous grade, with another movie run-past at Bear Creek trestle, and into Vernonia. Box lunches were served on the train.

At Vernonia, equipped with maps of the town furnished by the railroad, many of the visitors walked over to see an engine on exhibit — Shay 102 of the Long-Bell Lumber Company, built by Lima in 1912, builder's number 2490. Unfortunately, the engine is surrounded by a spiked fence which appears opaque on even the best camera. We returned to the station to watch the 105 being watered from an adjacent fire hydrant, and, this operation concluded, we returned to

Jack M. Holst

The two-mile-long Youngs Bay trestle is the feature of the Seaside branch, and is unique in its having a grade crossing with an equally long highway structure in mid-bay. Colors range from the blue of Iowa Chapter's *The Reveler*, directly behind locomotive, to the Great Northern colors on SP&S sleeper-lounge Mount St. Helens, on the rear. Other SP&S equipment is painted in the Northern Pacific color scheme.





International Paper Co.

Chartered busses were required to reach outlying points of interest, even being used to motorcade on gravel roads during the Vernonia trip. Here, at Rye, on Monday, busses unload passengers for the Longview, Portland & Northern trip. A close inspection will indicate that NRHS placards have been skillfully used to obliterate the bus manufacturer's initials.

Banks, making a movie runpast at Hares Canyon fill. This, perhaps the most spectacular spot on the line, is a now-filled trestle over a broad valley, on a curve, with lots of open space around.

Back at Banks, the Sunset put on a show for us. Out came the other engine, 104, a 2-6-2T, Baldwin number 56851, built in August 1923, to run back and forth. Also on the property, but non-operable, is Heisler 102, its tender faintly lettered Kinzua Pine Mills.

Then, double-headed, with 105 on the point and 104 as road engine, the train ran up and down the siding for the benefit of movie fans, and everyone went back after having agreed that this was a superb operation.

That evening, after hospitality hour in the California Room, our Annual Banquet was held in the East Ballroom adjacent. After a speech of welcome by Convention Chairman Miln Gillespie and the invocation by National Chaplain Alexander Hamilton, we had a delicious roast beef dinner. Following the dinner, Toastmaster Nelson Hickok introduced various NRHS officers and guests. The principal speaker of the evening was Mr. George B. Abdill, well known as the

author of several books on western railroad history, and an employee of the Southern Pacific.

Following the banquet, a meeting of the Board of Directors was held in a nearby room; at the same time, a program of slides and movies featuring past and present main line, electric, and logging operations in the Pacific Northwest was presented.

Sunday's big trip was over the Spokane, Portland & Seattle's long freight line to Seaside. Rose City Transit busses took us to Hoyt Street yard, near the Union Station, where we boarded our train, consisting of: SP&S Geep 152, Iowa Chapter's well-known Reveler, SP&S baggage car 58, SP&S coaches 279, 278, 280, SP&S baggage 90, SP&S coach 277, NP coach 615, and SP&S sleeper-observation Mount St. Helens. (Mount St. Helens is painted in the Great Northern color scheme; all the other SP&S cars are painted NP colors; all equipment is air-conditioned except 615).

Off on time, we headed west into the main line toward Vancouver, and at Willbridge went off into the branch. We passed United Junction, where the





Left, both, International Paper Co.

Above, Ara Mesrobian

More people-pictures at Portland. It remained for the paper company photographer to capture the railfans at work. Above, left, the lineup photographs LP&N Alco 112 in a run-past along the line. Lower left, as others see us. Above, LP&N passengers enjoy fresh mountain air and bright sunshine at Yacolt. Unusually favorable weather for this trip was most fortunate, but the lack of rain was becoming a concern to the area, creating severe fire hazards. Shown here is brilliant red and freshly cutshopped SP&S caboose 888.



International Paper Co.

This photo captures the LPGN's cool forested route. Here the special stops for photos in a picturesque cut while someone reads a newspaper.

branch to Banks and Vernonia goes off, and continued north and west down the Columbia River.

We went down the main street of the town of Rainier, and made a movie run-past at Blind Slough drawbridge. (For those not familiar with West Coast speech, a slough, pronounced sloo, is a backwater of a river or bay). We made an operating stop at the Astoria station, where members could get some glimpses of the operation of the ferry which crosses the river at this point. West of Astoria, another movie runby, this at the two-mile-long Youngs Bay trestle, by far the longest bridge on the line. We detrained at the west end of the trestle, while the photographers lined up along the adjacent dikes. At Warrenton, we saw the branch which formerly went to Flavel (it now goes as far as Fort Stevens), where, before World War I, the trains connected with the steamers "Great Northern" and "Northern Pacific" for San Francisco.

The line from Portland to Astoria was built in the 1880's, and extended to Seaside in 1896. The former Astoria Railroad and the Astoria & South Coast were acquired by the SP&S in 1907, and, until 1911, a portion of the line was used for Portland-Seattle trains, which were ferried over the Columbia River at Kalama. In the latter year the present bridge between Portland and Vancouver was opened, making through service possible.

Arrived at the resort town of Seaside, we had a buffet lunch at the Seaside Hotel and had several hours to look around town. Returning to the station, we found that the unit had run around the train and we returned, making brief operating stops at Astoria and St. Helens.

Monday we had a shorter trip, on the Longview, Portland & Northern's Chelatchie Prairie division. Busses of the Vancouver-Portland Bus Company took us to Rye, Washington. From Vancouver Junction, just north of Vancouver,

Wash., a Northern Pacific branch goes to Rye; from Rye to Yacolt, the former NP branch has been sold to the LP&N; from Yacolt to Chelatchie Prairie, the LP&N is the builder and operator.

Rye consists of a two-track siding and a sign. In the siding today we found our train — LP&N Alco-GE 1000-hp road switcher 112, SP&S caboose 888, Union Pacific flats 54589, 58150, and 58039; and LP&N yellow wooden caboose 1.

LP&N, a subsidiary of International Paper Company, operates three non-connected lines in the area. Our route lay in the general direction of cone-shaped Mount St. Helens. As far as the town of Battle Ground the country was quite flat, then became more wooded and hilly. We came to Yacolt, where lunch was provided in the local elementary school, a short walk from the station.

From Yacolt to Chelatchie Prairie, the line has much more of the feel of a logging road — more curves, heavy grades, and the storybook scenery you see in Pacific Northwest travel folders. However, the line carries no logs — its freight today consists of finished forest products from the International Paper Company's plant at Chelatchie Prairie.

Running a little behind schedule, we were unable to visit the mill; instead, we returned, as soon as the engine had run around the train, to Yacolt. Here we made a movie run, and busses had been provided — and loaded with baggage — for those who wished to connect with SP&S train 2, the Empire Builder-North Coast Limited at Vancouver. The rest of us returned to Rye, for busses to the hotel, and the convention was over.

The Bulletin wishes to take this opportunity to thank Convention Chairman Miln Gillespie, PNW Chapter President Jack Holst, and their staffs for the fine job they did in handling all aspects of the convention and its details. They set a high standard in the efficiency with which they set up a superb convention program and ran it in a fine manner.

PLAN FOR RICHMOND 1966

Santa Claus *and the*

D16



Santa Claus paid an early visit to Lancaster, Pa., on November 20, 1965, where he was welcomed by children and railfans alike, but for different reasons. To the children it was the promise of Christmas that his appearance signified; to the railfans present it was the manner of his coming. Lancaster's Santa journeyed to the city by train over the Strasburg Rail Road and the Pennsylvania in a special train powered by PRR D16 1223.

Santa Claus was, in reality, Lancaster's leading department store, Watt and Shand, sponsors of the special, who believed that if it were not practical for Santa to come on runners, rails were the next best thing. Spectators present that day will certainly agree that this was the case.



L. L. Hoy

The Santa Claus Special drifts downgrade through Cherry Hill on Strasburg rail, en route to Leaman Place. The early morning sun sharply highlights the 1223's distinctive PRR features, which were common to all classes as modern as the M1. The contrasting bulk of the P70fbr emphasizes the reason for the demise of this class of locomotive. On the interchange track at Leaman Place, upper right, the Special waits for Train 600, Harrisburg-Philadelphia MU, to clear. A pilot EMD switcher, cab signal equipped, coupled on the rear. The movement was accomplished by granting the Special occupancy of the eastbound main for westbound running to Lancaster.



L. L. Hoy

For the area's railfans, their wishes had indeed come true, exceeding their most extravagant imaginings — the restoration of steam power to the main line of the Pennsylvania Railroad. Whatever official arguments may have been raised against such a movement eventually vanished under the influence of old St. Nick and the unanswerable logic that no locomotive had more right to operate on the Pennsy than the 1223. After all, the handsome 4-4-0 was a product of Juniata in 1905 on lease to the Strasburg, which, as a common carrier, had overhauled her to ICC standards.

Santa's influential helpers were the men of the Strasburg Rail Road, who by their successful management of the short line, the pioneer effort on the part of railfans to operate a railroad, now require no further verification of their soundness of purpose. For these men the interchange of four Pennsy P70 coaches for use on the special, and the subsequent interline operation of the special with the Pennsylvania, was the ultimate recognition.

If Santa's visit was a worthwhile promotional venture for the department store, it was also an accomplishment for the PRR. In the very act of agreeing to handle the special, the Pennsy displayed that it can exhibit a flexibility in dealing with the public which has sometimes appeared to be the exclusive possession of its smaller competitors. The impression made by the big road in dropping its mask to reveal this side of its corporate personality will not be quickly forgotten. Achieved by the railroad that day was the good will of the public and the not inconsequential boost in the spirits of local railroad personnel and their friends.

To those who were onlooking that day the reality of it all is somewhat incredible. It is recalled that the preservation of the 1223 was considered a noteworthy contribution to railroad motive power history when it was added to the then small PRR collection of historic equipment following its final service on the Delmarva Division during World War II. Few persons, at that time, would have predicted its regular use on a railroad, such as the Strasburg has become, much less its appearance on the main line eight years after the PRR's total dieselization. This event took place on November 25, 1957, when the last fires were dumped at Northumberland enginehouse. Only once since that date has the PRR seen a steam movement — when Union Transportation's leased B6 5244 returned home under steam to Philadelphia's 46th Street enginehouse on July 14, 1959, to be officially retired the following day.



Above, L. L. Hoy

Below, W. C. Wagner

Running entirely on her own, 1223 after dropping the diesel at Dillerville yard, ambles down the old main line tracks, above, which until 1928 carried passenger trains through Lancaster's business district. The impression of speed conveyed by this picture is false — for the move was made with considerable care through this trackage. At the junction of the Quarryville branch and the old main line, below, the Special eased through a tight curve and abrupt grade on to Water Street, a movement made possible by the locomotive's small size.





W. C. Wagner

As though a 1905 Juniata-built 4-4-0 was not enough to make the event exceptional for railfans, the Special added to its appeal by running in the street, a type of operation which has a certain fascination. This route permitted the Special to deliver Santa to Water and King Streets, just two blocks from the Public Square and the nearby department store. A temporary ban on parking and a police motorcycle escort gave photographers excellent opportunities for unobstructed pictures of the slow-moving Special.



W. C. Wagner

Santa was met at King Street by a welcoming crowd, and the Penn Manor High School band which struck up "Here Comes Santa Claus" in greeting. Amidst the throng, right, Santa rode off to Watt and Shand's, leaving a cluster of persons still admiring the sight of the 1223, above. This engine is the sole survivor of 429 Class D16 locomotives built between 1895 and 1910. She appeared in the 1939 movie "Broadway Limited", which occasionally turns up on the late late show.





W. C. Wagner

There is only one jarring note to the story — the fact that Watt and Shand received but limited coverage by the local press, who considered this to be just another "Santa Comes to Town" stunt. It is a pity that the significance of the occasion was lost on them, not only because every small city business center in the country desperately needs such imagination and initiative as Watt and Shand exhibited, but also that the importance of the Strasburg Rail Road's contribution to the Lancaster County community was also taken for granted. The only other operator of a Santa special behind steam, to our knowledge, is the Burlington. Only Lancaster, however, had the good fortune to have a handsome and historic 1905 locomotive available.

NRHS members reading this account will appreciate that Watt and Shand may have been responsible for the most noteworthy event of 1965 involving the operation of steam locomotives. In some areas it would have been billed as a major community event. Watt and Shand may be assured that it is considered to be such by this organization. L. L. H.



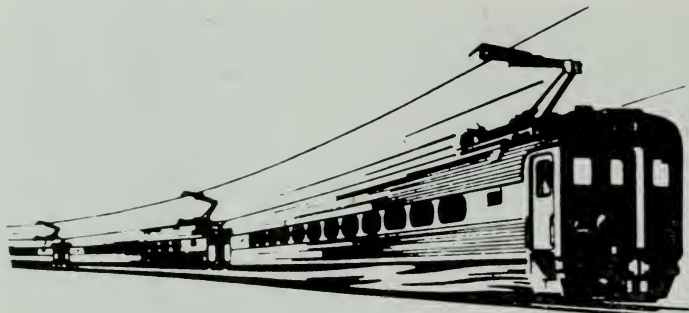


W. C. Wagner

The end of an exciting day for the Strasburg crew who ran the D16 came home to their own rails at Leaman Place. Here 1223 moves past the pilot diesel, which ran coupled ahead of the 4-4-0 as a safety measure, since the steamer is not equipped with cab signals.

WITH STAFF PHOTOGRAPHER ARA MESROBIAN IN EUROPE (opposite page): Third Avenue car by the side of the road — not Nepperhan Avenue in Yonkers, but Bruennerstrasse in Wien (Vienna), 1962. As the conventional street railway continues to vanish from the world's major cities, the traction enthusiast now looks to the cities of Central Europe — on both sides of the Iron Curtain — where the planners have embodied into the modern urban setting an application of the electric tramway which combines the traditional street car operation with a modified light railway where reservations and separate traffic signals are provided giving the mass transit vehicle precedence over all other traffic. Some of the outstanding examples of the classic and modern in European tramway operations are to be found in Wien, which in 1965 is the home of the world's largest tramway system, and so to our picture. For the American traction fan traveling in Europe, the system in Wien has a special appeal. The standard track gauge and wider than usual side clearances (for Europe) made possible a second lease on life for 45 cars which were withdrawn by the Third Avenue Transit System from their Bronx routes in 1948 and shipped to Austria under the Marshall Plan. Only 42 cars actually entered service, designated Class Z and numbered 4201-4242 by their new owners. The remaining three were used for spare parts. Painted in the Wiener Stadtwerke livery of bright red and white with gray roof, and lined out in black, the Class Z trams are restricted to outlying routes where conditions permit the operation of these, the widest cars on the system. While "die Amerikaner" helped relieve their postwar equipment shortage, the Wiener Stadtwerke have always considered them as ugly ducklings, and consequently have never favored them. Since this picture was taken none of this class has received a complete exterior paint job, and although the cars are still kept in good mechanical condition, their appearance is quite shabby. As more new cars are built, the remaining Class Z trams will undoubtedly be slated for early retirement. Staff Photographer Mesrobian caught car 4226 on September 13, 1962, as it was leaving the semi-industrial suburb of Stammersdorf, east of the Danube River, en route to Kai-Schottenring, the western terminus of Line 331, on the edge of the Inner City. Another car can be seen in the background. The outer portion of this line is single track-side of the road operation with passing sidings, except for a short stretch of double track near the Stammersdorf terminus. In the spring of 1964, a loop was built in Stammersdorf to permit the operation of newer single-end cars, and on June 6 of that year, Class Z trams were replaced by newly built Class F articulateds, and transferred to Line 11, a lightly travelled route which parallels the west bank of the Danube. As of September 1965, there were 32 Class Z cars available for service on Lines 11 - Floridsdorfer Brücke - Stadlauer Brücke and 17-Floridsdorf-Kagran, and they still ride and sound like many a long gone American lightweight street car.





WORLD'S F

MALCOLM L. BRUNO

Every Saturday and Sunday morning, during the period of the 1964-1965 New York World's Fair, the Pennsylvania Railroad scheduled a special multiple-unit train from Philadelphia to New York. These trains were run in addition to two sections of conventional coach equipment operated from Washington on Saturday mornings only, and coach trains operated occasionally to the Fair from Harrisburg, Lancaster, Delmar, and other PRR points. At New York's Pennsylvania Station an across-the-platform transfer was provided to waiting Long Island trains for the remaining short distance to the Fair.

The World's Fair Specials received substantial public support. Despite a drop in Fair attendance in 1965 from 1964 the PRR's passenger patronage increased, indicating favorable public reaction to the first year's service. It is interesting to note that the helicopter service which was an obvious part of the scene during the opening months of the Fair virtually vanished from the

sky well before the close of the Fair. The economy and performance of the steel wheel, in contrast, was a successful feature of the World's Fair operation. While other industries were bemoaning the high cost of construction and operation of Fair exhibits and the lack of crowds to fulfill the overly-optimistic predictions of attendance, the PRR was busy calculating its net revenue along with Greyhound and a legion of bus operators.

Rough estimates available at this time indicate the Pennsylvania Railroad may have attracted as many as 1,000,000 additional riders during the course of the Fair's two year run. In 1964 the road ran 232 extra trains to and from the Fair, resulting in 177,600 passengers carried. In 1965 the number of special trains increased to 287 with passengers carried reaching a quarter of a million. The weekend peak was reached on October 9 and 10, 1965, when 21 special trains drew 24,000 passengers.

EXCURSIONS to the

AIR



Most dramatic evidence of World's Fair traffic was the sight of the Pennsylvania Railroad's newest stainless steel MU's whipping along the PRR's impressive mainline between Philadelphia and New York with up to fourteen cars in multiple. Resembling very much in appearance the original six Pioneer III's built by Budd in 1958, now operating in Philadelphia-Harrisburg service, they were purchased by the City of Philadelphia and leased to the PRR for use in contract commuter service in that city. Since this equipment would have been idle on weekends, its availability for special train service proved to be the perfect answer to meet the equipment demands imposed by the World's Fair.

These Silverliner Specials provided the first extensive experience for the PRR in the operation of high speed multiple-unit equipment in long distance service, a type of operation viewed with indifference by the road in the past. In this respect the World's Fair Silverliner Specials are a precursor of the proposed high-speed MU service to be operated

between New York and Washington in connection with the Federal Government's program for improved rail service in the Northeast.

An appreciation of the performance of these cars in high speed, long-distance operations can be gained from the following observations made during the author's trip on The World's Fair Special on August 7, 1965.

Unlike other New York express trains which originate and terminate at 30th St. Station, the World's Fair Specials use the Pennsy's downtown Suburban Station near the site of old Broad Street Station.

Descending to track level, a traveler's first impression is of the symmetry of 14 Silverliners standing next to the loading platform. Designated BE-1's by the PRR, for Budd-Electric, the Silverliners seat 124 or 127 people in a 3-2 seating arrangement in 85 foot long, stainless steel carbodies. For World's Fair Service, an effort was made to have all 124 passenger, toilet-equipped cars in the consist, with water coolers in every car for the thirsty. These items

are not needed for the short-haul Philadelphia commuter service, but become necessities for the intercity run. The water coolers are portable and are removed when the cars are withdrawn for regular commuter service in the winter.

Although the 3-2 seating is disliked by commuters and trainmen alike because of the reluctance of the third person to sit in the middle of the three-person area, such an arrangement is ideal for large families on the World's Fair Special. Air-conditioning and tinted windows (without shades or blinds) add to the comfort of the ride, although the lack of arm rests is a bit disconcerting. The cars are automatic coupler-equipped, have disc brakes, Faively pantographs, and four 156 hp GE motors per car. To date the cars have been a tremendous success, except for the disc brakes. These brakes release once the wheels start to slide during a brake application and have allowed more than one suburban train to coast past platforms without stopping. A new equipment order by the Pennsylvania for additional cars will omit this type of brake in favor of traditional brakes. To the average Fair-goer, all this is of no interest. What concerns him is the smooth, fast ride of the cars, and the efficient air-conditioning.

At 8:05½ a.m. the train silently departed, quickly accelerating away from Suburban Station, up the 2.2% grade to 30th Street Station. The Silverliner Special has a fairly loose schedule to New York, with 30th Street being the first and longest stop to load passengers from western suburbs who have arrived on earlier commuter trains. Beginning with this stop, platforming of equipment becomes a problem, as the train is too long to get all the cars against the high level platforms both here and at North Philadelphia, in addition to the short low level platforms of the suburban stops. Hence the cars are blocked off for entry by passengers at a given station, allowing the engineman to stop just those particular cars at the given station.

The stop at 30th Street lasts almost ten minutes, and then the Special is off,

slowly winding around the MU yard at Powelton Avenue, through the labyrinth of Zoo interlocking, and up through the North Philadelphia area, where the high accelerative abilities of each electrically propelled unit allow the maximum speed of 70 mph to be reached momentarily before the train brakes for the high island platforms of North Philadelphia. Here another crowd of people board the train from suburbs north of the city, and from stations along the Chestnut Hill branch and the Reading.

At this point the specials often have difficulty fitting into the flow pattern of the busy four track New York mainline, as other eastbound passenger trains from the South or West are vying for track room. Often, just ahead of the Special is the Broadway Limited or the General, both from Chicago. On the inner two freight tracks may be eastbound freights waiting to enter various yards, such as Frankford at Frankford Junction, Barracks at Trenton, Linden, or Waverly north of Elizabeth. Thus the eastbound passenger trains are confined to No. 1 track or the outside eastbound rail. Even though the World's Fair Special will make several intermediate stops, it will often get into the same block as the train ahead and have to brake, thus slightly retarding its running.

Ahead of us in this day's Special is 48, the General, which departed from the opposite side of the North Philadelphia island platform just a minute before. Our train moves away from the station and again accelerates up to 70 mph before another stop is made at Frankford Junction for residents of northeast Philadelphia. Leaving the station, we see the double track to Camden and Atlantic City branching away to the east. The Special quickly accelerates around the 4-degree Frankford Curve, which has a 50-mph speed restriction for through trains. Once we are out of the superelevated curve, we move faster than a GG-1 hauled train, which would have to brake for this point. The pickup of the BE-1's is noticeable here to veteran New York commuters as the speed limit of 75 mph is

LOG OF PHILADELPHIA - NEW YORK SILVERLINER SPECIAL

RAILROAD: Pennsylvania
TRAIN: World's Fair Special —
Philadelphia Section

DATE: August 7, 1965
WEATHER: Cloudy, hot and humid

CONSIST: Fourteen BE-1's led by unit No. 217 PASSENGER LOAD FACTOR: 90 percent

Miles from Suburban Station	Stations or Interlockings	Scheduled Time	Actual Time	Point to Point Speed (MPH)
0.0	SUBURBAN STATION	Lv. 8:05 AM	8:05 1/2 AM	—
0.9	30TH STREET	Ar. Lv. 8:15	8:08 1/2 8:16	18.8
2.4	Zoo		8:20	22.5
5.4	NORTH PHILADELPHIA	Ar. Lv. 8:25	8:24 1/2 8:29 1/2	40.0
8.7	FRANKFORD JUNCTION	Ar. Lv. 8:32	8:34 1/2 8:35 1/2	36.0
9.3	Ford		8:36 1/2	36.0
13.3	Holmes		8:40	68.5
23.7	BRISTOL	Ar. Lv. 8:47	8:47 1/2 8:51	83.5
24.9	Grundy	8:53		36.0
26.9	LEVITTOWN	Ar. Lv. 8:54	8:54 1/2 8:56	80.0
31.9	Morris		9:00 1/2	66.5
33.4	TRENTON	Lv. 9:05 (Sun)		—
33.7	Fair		9:02	72.0
35.6	Millham		9:03 1/2	76.0
43.1	PRINCETON JUNCTION			—
43.2	Nassau		9:10	71.0
48.9	Midway		9:14 1/2	76.0
57.3	County		9:20 1/2	84.0
58.8	NEW BRUNSWICK			—
61.2	Edison		9:25	52.0
64.1	Lincoln		9:27 1/2	69.5
64.3	METUCHEN			—
70.5	Union		9:33	70.0
70.7	RAHWAY			—
75.5	Elmora		9:37	75.0
76.0	ELIZABETH			—
77.9	Lane		9:39 1/2	57.5
79.7	Hunter		9:41	72.0
81.5	NEWARK			—
81.7	Dock		9:43 1/2	48.0
83.4	Hudson		9:45	68.0
86.0	Portal		9:49 1/2	34.6
92.0	PENN STATION	Ar. 10:00 AM	9:58 1/2 AM	40.0

NOTES: At Frankford Junction, Edison, and Union, 48, the General, was in the Silverliner's block, resulting in a restricted signal and a reduction in speed until proper spacing could be resumed.

Speed into Bristol is somewhat in doubt due to the timing at half-minute intervals only. What this speed does indicate is the incredible accelerative and braking capacity of the equipment. While in the block from Holmes tower, 48 was caught up with once.

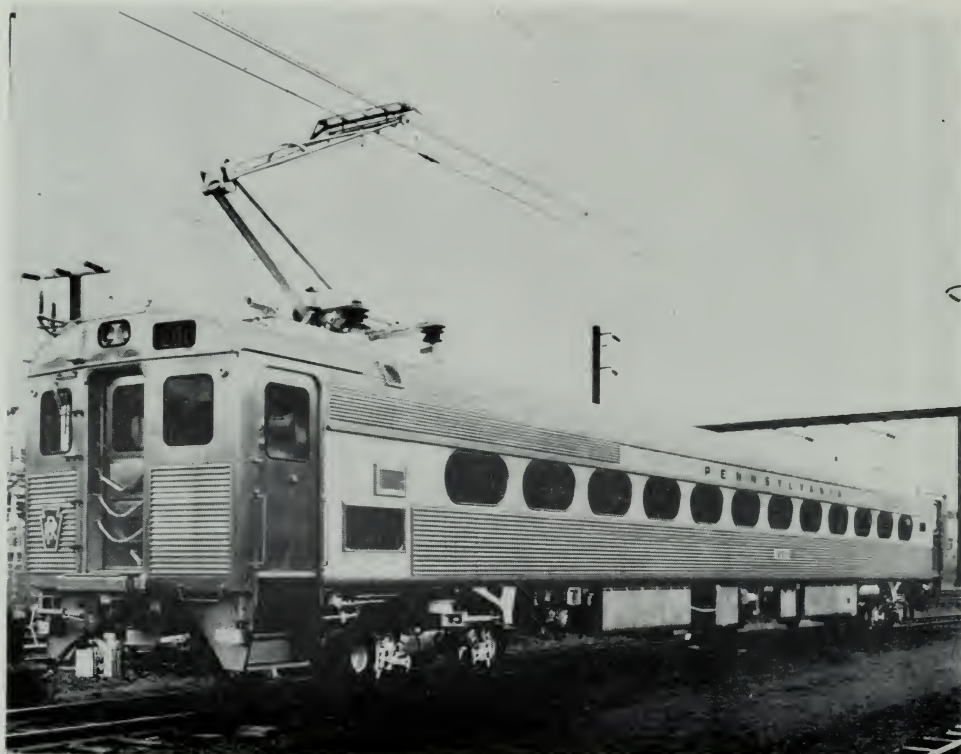
Effective braking power into Levittown responsible for speed into this point.

A 50-mph speed restriction past Trenton's high level platforms on the outside passenger tracks makes the time between Morris and Fair towers the more interesting.

Point-to-point speed from Midway to County towers includes a crossover from No. 1 track to No. 2 which was taken in excess of 45 mph, the permissible speed. It is over this stretch of track that the author has often clocked GG-1 drawn trains in excess of the allowable speed of 80 mph. One Philadelphia-New York clocker, in a snowstorm, was clocked at 95 mph past Adams, just south of County, after making a dead start from Princeton Junction with another stop ahead at New Brunswick. Pretty good throttle control on the part of the engineman.

Speed into Dock, through the Newark station, is very good time as a 35 mph speed restriction was observed past westbound high level platforms and then through the crossover movement at Dock, where we returned to No. 1 track, the eastbound passenger main.

Speed into Portal includes a near stop just west of the Hackensack River swing bridge, as the span was being realigned following passage of a barge. Portal tower is just east of the bridge, so named for the bridge, not for the Hudson River tunnel entrance, which is 3.0 miles west of Penn Station. From this point train used No. 2 track, the westbound main, all the way into the terminal so as to be on the north or Long Island side of the station complex.



Passenger Service Improvement Corp.

SILVERLINER CHARACTERISTICS

Builder:	Budd Company of Philadelphia
Railroad Designation:	BE-1
Trade Name:	Pioneer III
Owner:	City of Philadelphia
Operator:	Pennsylvania Railroad
Number in Operation:	38
Length:	85 feet
Width:	10 feet
Seats:	127 passengers without toilet 124 passengers with toilet
Weight:	101,400 pounds
Power:	11,000 volt, single phase, 25 cycle AC overhead supply fed to four GE 156 hp motors.
Structural Material:	Stainless Steel
Couplers:	Automatic. Can be coupled to standard equipment with the necessary hoses.
Acceleration:	1.7 mph/sec. up to 38 mph, after which acceleration declines. Can reach 70 mph in 70 sec.
Maximum Speed:	Geared for 85 mph operating but motors are capable of 95 mph

quickly reached. Holmes interlocking is taken with a bounce and a roll. Next, as the train leaves the Philadelphia Division and heads onto New York Division trackage, the full 80 mph permissible speed is developed.

Bristol, 15.0 miles from Frankford Junction, is reached in exactly 12 minutes, start to stop, for an average speed of 75 mph. Here the short platforms yielded a number of passengers for the

lead cars. Next, a quick sprint to Levittown, 3.2 miles in 3.5 minutes. The same process is again repeated, after which the Special is off for the sustained dash to New York's Penn Station.

With the controller all the way to the right, the Special hurtles from a standing start to Morris tower, 5.0 miles in 4.5 minutes, crosses the Delaware River on the stone arch bridge, followed by a brake application as a 50 mph speed re-

striction is observed through Trenton's high level platforms. Once clear of the station, the Budd cars sway through Fair interlocking in a storm of dust as the Belvidere-Delaware branch and Bar-racks Yard are passed on the left.

Holding the speed to below 80, the 21.7 miles from Millham to County interlocking are covered at an average speed of 71.0 miles per hour. Between these two towers, the train has operated over nearly tangent track except for one slight curve south of Princeton Junction and one sweeping reverse curve at Deans, south of County.

The train whips past Adams, site of the former New Brunswick MU yard, and then approaches County, a busy interlocking controlling the approaches to the present combined MU and freight yard and the newly built Jersey Avenue passenger station. At County the Special crosses over to the freight track, No. 2, in an effort to get around 256, a slower New York clocker making intermediate stops on this Saturday morning. The crossover is taken at a speed faster than the allowable 45 mph, although it is hard to determine exactly what the speed is, as the Silverliners carry no speedometers because of their assignment to normally slow commuter runs which are limited in speed between stations. Standing on the head end of the first unit, the track appears to slide beneath the engineman making speeds hard to judge. Although some brake application is made, the cars twist through County's crossovers with a lurch.

On freight track with a speed limit of 60 and 48 still ahead, the Fair train catches up with 256 at Metuchen. The clocker has some 16 cars in tow, including a business car with a private party on the rear. The Special passes 256 up to Elizabeth, then 1164, a Saturday-only New York and Long Branch train on the A track just short of Elmora tower, where the six-track speedway narrows down to four tracks prior to swinging through Elizabeth on a high fill and a 55-mph reverse curve, passing over the four-track Jersey Central main line in the process. From Rahway to Newark,

speed on the freight tracks is 70 mph, compared to 75 on the outside passenger tracks, hence the reason for our slowly dropping behind 256. One suspects that our engineman would have kept us even with the New York train except that 48 is lagging ahead of us for the umpteenth time. It was noticed, while running parallel to 256, that the party in the business car, Philadelphia, became irked at this invasion of their privacy, and dropped the window blinds.

The schedule will not be lost, however, for just south of the Newark station complex, the Special again catches up with the clocker as it brakes for the station stop, permitting the Special to ease past the high level platforms on the inside westbound track, and roll over the huge Passaic River bridge and through Dock interlocking. Speed quickly increased, and was just as quickly decreased as the 45-mph speed restriction over the Hackensack River bridge approached, eventually dropping down to a crawl. Once the swing bridge closed, speed again increased, but not enough to lose the headlight of 256, which could be seen behind us. Just east of the bridge, the Special was crossed over to the westbound main, there being only two tracks across the Jersey Meadows. This is an unorthodox move, as it ties up both tracks through the Hudson tunnels, with the following clocker staying behind us on the eastbound track. Once through the three miles of tunnels, the reasoning behind the crossover became apparent when we pulled in next to a Long Island platform on the north side of Penn Station, beside a waiting LIRR train to the Fair.

The transfer of people was made quickly to the 10-car Long Island train of 600-volt DC third rail equipment. Even though the Long Island cars are of high capacity seating, ten of them did not equal 14 of the Silverliners, so a few people had to stand. A quick run through the East River tubes, a slow crossover through Harold interlocking, a stop at Woodhaven, and then on to the World's Fair station, with arrival at 10:23 a.m. Thus we have covered some 100.2 miles in 138 minutes, including



M. L. Bruno

An eight-car Silverliner Special accelerates out of Frankford Junction on a Sunday in June 1965. Later in the season 14-car specials were not uncommon. The successful use of this equipment on these special movements presages the expanded use of similar designs in the Pennsylvania's intercity electrified service.

five intermediate stops and an unavoidable passenger transfer lasting seven minutes, resulting in an average speed from Suburban Station, Philadelphia, to the Fair of 43.5 mph including station time.

The World's Fair service was a success because of the high travel value it offered the public and the fact that the service was extensively advertised. Public attention was drawn to the trains through railroad flyers in the stations, at least one portable advertisement in a downtown Philadelphia office building, and frequent newspaper and radio advertising. Subway notices and cards on

the commuter trains boosted the service and helped to keep ridership at consistently high levels.

The Pennsy's colorful flyer announced the round trip from Philadelphia to the Fair, including admission and Long Island fare, as \$7.50, or \$5.50 without the purchase of a Fair admission ticket. A \$6.50 fare was quoted from Bristol and Levittown and \$6.00 from Trenton, where the Special stopped on Sundays.

The base \$5.50 fare which the railroad charged was the lowest rate between Philadelphia and New York (the Long Island itself charged 50 cents for a one-way ride from Pennsylvania Station to

Speed Restrictions for Passenger Trains

	Track B	Track No. 4	Track No. 3	Track No. 2	Track No. 1	Track A
			MILES PER HOUR			
Through Hudson River Tunnels				50	50	
Hudson River Tunnels and Hudson				70	70	
Through Hudson Interlocking		60	60	60	60	
Hudson and Newark		45	45	45	45	
Through Newark Station		35	35	35	35	
Newark and Hunter		70	70	70	70	
Hunter and Elmora		75	70	70	75	
Elmora and Union	60	75	70	70	75	60
Union and Millham		80	60	60	80	
Millham and Trenton		80	75	75	80	
Past Trenton Platforms		60	75	75	60	
Trenton and Holmes		80	75	75	80	
Holmes and Shore		75	75	75	75	
Shore and North Philadelphia		70	70	70	70	
Through North Philadelphia		50	50	50	50	
North Philadelphia and Zoo		70	70	70	70	
Zoo and Suburban Station		30	30	30	30	
Other Miscellaneous Speed Restrictions on All Tracks						
Over Portal Movable Bridge				— 45		
Elizabeth Curves				— 55		
First Curve West of Trenton				— 65		
First Curve East of Ford				— 60		
Frankford Junction Curve				— 50		
Curves West of North Philadelphia				— 65		
Diverging Movements				— 45		

PHYSICAL PLANT
Track Arrangement

	Track B	Track No. 4	Track No. 3	Track No. 2	Track No. 1	Track A
Penn Station and Hudson				West'd Psg'r.	East'd Psg'r.	
Hudson and Dock		West'd Psg'r.	West'd Psg'r.	East'd Psg'r.	East'd Psg'r.	
Dock and Hunter		West'd Psg'r.	West'd Psg'r.	East'd Psg'r.	East'd Psg'r.	
Hunter and Elmora		West'd Psg'r.	West'd Frt.	East'd Frt.	East'd Psg'r.	
Elmora and Union	West'd Psg'r.	West'd Psg'r.	West'd Frt.	East'd Frt.	East'd Psg'r.	East'd Psg'r.
Union and Zoo		West'd Psg'r.	West'd Frt.	East'd Frt.	East'd Psg'r.	
Zoo and Suburban Station		West'd Psg'r.	West'd Psg'r.	East'd Psg'r.	East'd Psg'r.	

NOTES: Between Hudson and Dock, Nos. 4 and 1 tracks are normally used by PATH trains only, hence the Pennsy main line is essentially only double track here.

Track from Penn Station to Hunter is primarily passenger track, but an occasional TrucTrain from Kearny Yard enters at Hudson and runs through Newark station. Hunter is at the northern entrance to Waverly yard.

Approximately 1.0 miles north of Holmes is the Division Post between the New York and Philadelphia Divisions.

Pennsylvania tracks are numbered from east to west or south to north.

the Fair grounds). Normal round trip New York-Philadelphia fare is \$8.60, while a reduced weekend fare is \$5.75.

Limited food accommodations were provided on the Silverliners by means of rolling chef carts, serving coffee and sandwiches. The short haul and the MU equipment preclude such elaborate facilities as dining cars or lunch counter refreshment cars, normally provided on scheduled trains.

The Silverliners have been economical to operate, as only an engineman is needed on the head end, and about one train-

man to every three cars due to the ease of ticket collection in Fair service. No extra facilities were needed for the operation of the trains. As a result, after operating expenses were met, what remained of the operating revenue was straight profit.

Although the Silverliners as now built leave something to be desired in the way of riding comforts over long distances, response was generally favorable and the experience gained will be valuable in future high-speed intercity service using somewhat similar equipment in the future.

Take The PENNSY To The Fair



Chapter ACTIVITIES



MIDWEST: The annual chapter picnic was held in August at the home of member Perry G. Willis. Some fifty members and their wives, children and friends journeyed to Alliance, Ohio, to enjoy the old-fashioned basket picnic and gabfest, plus a ride on the Willis-operated PC&W railroad. This park size live steam line provided that little extra pleasure that made the event an unforgettable one.

Chapter members also participated in a special trip aboard Ted Church's car "Chittenango Falls", which had been attached to a New York Central train from Cleveland to Buffalo. At Buffalo, the group was bussed to the Arcade & Attica for a ride over that steam-powered line.

The Midwest Chapter has added another car to the list that we already own, having acquired New York Central RPO car 5170, a combination baggage and RPO car. Tentative plans call for renovations which will convert it to a refreshment car to be used on chapter-sponsored rail trips.

NEW YORK: After a two-month recess the New York Chapter resumed its regular monthly meetings September 9. Missing at this gathering was Wilbur Sherwood, one of the "faithful", who has been transferred by his employer to Houston, Texas. Wilbur was one of the six original members of this chapter, serving in many capacities over a long period of years. Recently he occupied the office of chapter secretary. Joining him in this move to Houston was his father Granville Sherwood, for many years the Chapter Director. In recognition of the father-son service to New York Chapter a testimonial dinner was served in a local restaurant at which time best wishes and thanks were extended.

Member Frank S. Miklos, was selected to fill the vacancy of secretary, and Herbert G. Frank, Jr., as Chapter Director.

Despite the summer meeting recess the chapter was able to participate in one major activity. On July 24, the members enjoyed a tour of the Corona Shops of the New York City Transit Authority.

TOPEKA: Featured speaker at this chapter's annual dinner meeting, held November 13 in Helen's Party House,

was no less a personage than John W. Barriger, President of the Missouri-Kansas-Texas Railroad.

Mr. Barriger posted the assembled members and their friends on the present and future of railroading in the United States and spoke in an optimistic manner, quoting, however, trends in rail management and financing that should be watched as to their effect on the future.

Chapter members did some traveling during the month of September. Labor Day weekend saw Walter Evans attending the convention in Portland. At the same time Steve Patterson rode the Silverton. Marion Perrin visited the Black Hills and stopped by the Black Hills Central, but due to the closing down of the railroad on August 31st, for the season, he was unable to ride. However he reports the line enjoyed good patronage during July and August. Member William Gibson, vacationing in Utah and Colorado, kept his eye on main line railroading in those two states during his trip.

LEHIGH VALLEY: The first entertainment program of the 1965-66 season was held under the direction of member Randolph Kulp and featured, in addition to 8mm movies of railroads in the Lehigh Valley, city, suburban and interurban operations of the gone, but not forgotten, Lehigh Valley Transit lines.

The following month Peter Macinkas, Jr., of Harleysville, presented 8 and 16mm movies featuring Reading Company railroading.

Gerhard Salomon has reserved the Americus Hotel's banquet room for the chapter's 25th Anniversary celebration, which has been scheduled for Saturday, April 23, 1966. Other plans include movies and a choice of two tours the following day, one by bus through the Amish Country, the other by trolley over the lines of the Philadelphia Suburban Transportation Company.

PACIFIC NORTHWEST: A special meeting was held Sunday, October 10, in the chapter's Union Pacific lounge car, mentioned in the convention report elsewhere in this issue. A policy for the development and future of the car was discussed at this time.

The regular chapter get-together took place October 15 in the Union Station,

with a program by Bob Murphy and a railroadiana auction livening up the affair.

TIDEWATER VIRGINIA: "Raildom", official chapter newsletter, whose Editor, Assistant Editor, Research Editor, Reporter and Publisher are all represented in one person, member Joe Munson, published a "Help Wanted" advertisement in the September issue of that publication. Joe asks that "any information that anyone may be able to supply the staff of this paper would be greatly appreciated." In spite of limitations Joe manages to do a very fine job, which he desires to be able to do better.

Members Crittenden and Lawson recently came up with some excellent railroad fare in the way of screen entertainment at the regular monthly meetings held in the Navy YMCA.

LOUISVILLE: The first of this chapter's new even-month get-togethers was

held Tuesday, October 12, in the L&N Building, and featured a "hot-off-the-wire" program showing just developed slides of the L&N's battle to recover from the results of Hurricane Betsy, which had ripped up 33 miles of railroad along the Gulf Coast. The pictures were taken just prior to partial restoration of service, October 1.

Meetings are now held each month, but the odd month meetings will continue to be held at the homes of willing members.

October saw the preview issue of Chapter Chatter, official publication, which will be published each month prior to the meeting date, with member Frank Tatnall heading up the staff. Hank Chapman did the artwork on the amusing and attractive newsletter heading.

ST. LOUIS: The Chapter's biggest activity of 1965 was a sponsored trip over the Burlington between St. Louis and Mexico, Mo. by a special train in

Baltimore Chapter, on July 10, 1965, visited the unusual Carroll Park & Western Railroad Museum, Bloomsburg, Pa. CP&W is unusual in several respects. It is the only 4-foot gauge passenger railroad in America, all equipment acquired having been converted to this gauge. Here Climax 3, the last one outshopped from the factory at Corry, Pa., sold to the Elk River Coal and Lumber Co. in 1926, draws two home-built passenger coaches, which approximate Civil War era design. Other equipment includes a 4-wheel PRR bobber converted from standard gauge and a Newfoundland Railway coach converted from that road's 3'6" gauge.

Ara Mesrobian



September. The equipment consisted of Burlington steam locomotive 4690 with auxiliary water car, power car, five gallery cars, a counter-equipped baggage car, a coach and a gondola.

Despite the lack of favorable weather, a good crowd rode the train, which made two movie runs on the journey to Mexico, and one on the return trip. The sun was shining at Mexico and passengers were able to explore the town, watch the servicing of the locomotive, or pay a visit to the Audrain County Historical Museum, which had assembled a display featuring railroads serving the town.

The chapter's September meeting was attended by about thirty members and friends, who enjoyed a program of Ray Gehl's movies of our special trains on the Manufacturers Railway and the Granite City Army Depot Railroad, as well as a recent trip over the Reader Railroad. Ray Meyer also showed his recently taken movies of trolleys at Olmsted Falls and Cleveland, Ohio.

OLD SMOKY: Two annual Fall trips were operated by this chapter October 16 and 17, much to the enjoyment of members and two train loads of patrons.

The first trip left Knoxville, via the Southern mainline and proceeded to Bull's Gap. There a branch extending to Appalachia was traversed. Return was by the same route, via the unusual Natural Tunnel in Virginia.

The following day a shorter trip to Jellico was run and was considered equally popular with the public.

Featured at the program at the September meeting, held in Knoxville, were slides and movies featuring the last day of operation on the famed Brimstone Railroad, along with other items of rail interest.

The chapter was represented at the annual convention in Portland by Mr. and Mrs. A. B. Waggoner, Sr., who made the trip aboard the International Limited.

IOWA: A special CB&Q "Mixed Trip" out of Des Moines, Saturday, September 25, and the annual "River Rail Ramble", on Sunday, October 3, completed the chapter's Fall excursion schedule. A proposed picnic special from Waterloo, Iowa, to Albert Lea, Minn. was temporarily shelved until 1966, due to lack of sufficient time to prepare promotion.

The annual foliage and river trip has been a complete sell-out for six years.

This chapter's big event of the season was the operation of the International Limited to the annual NRHS Convention in Portland, which was operated successfully for the 45 persons who made the

circle with two Pullmans and The Reveler. Highlights of the trip included the boat ride down from Vancouver to Seattle, the moonlight ride up Columbia River Gorge on the Portland Rose, and the El Cafe dinner on the Rocky Mountain Rocket. High on the scenic list was the trip to Craig by bus, returning via the Intermountain Chapter's car 96, to Denver.

BALTIMORE: This chapter operated a special summer tour for the members in July which featured a bus ride to Orbisonia, Pa. and the famous East Broad Top Railroad, where they rode the steam cars, a former Johnstown, Pa., trolley and along the way a unique river ferry across the Susquehanna River at Millersburg, Pa.

The regular monthly meeting place of the Baltimore Chapter has been moved to the Baltimore Life Insurance Building Auditorium, located at 901 North Howard Street. Time and date of the meeting remain the same: Second Monday at 8 P.M.

The fourth annual Blue Mountain Express excursion was operated by the Chapter on Saturday and Sunday, October 16 and 17, over the picturesque Western Maryland route between Baltimore and Cumberland, and as is the usual result, both trips carried capacity loads of passengers out for a full day of safe and comfortable touring — via the rails.

A special meeting, arranged by member John Thomsen, was held October 29, when information on the Northeast Corridor Plan was passed on to the chapter by Mr. Robert A. Nelson.

News of the National Convention in Portland was reported by Clyde Gerald at the October meeting, who also presented a program of slides featuring a recent trip to Japan.

At the November gathering George Nixon brought back memories of trolley operation in Baltimore during his talk on the 885 Brill semi-convertible cars that ran on the once wide-spread system.

INTERMOUNTAIN: Member Gene McKeever has been appointed chapter secretary, filling a vacancy created when Maurice De Valliere moved to Vermont.

Photographic coverage of the Chapter's Casper trip and also of the flash flood damage to area railroads was featured on the program of the August meeting. A full coverage of the effect of the flood upon railroad service in and around Denver and other parts of that section of Colorado was printed in the Intermountain News.



Ray Gehl

The ever-cooperative Burlington Route provided a pleasant and comfortable outing for the St. Louis Chapter. The special ran from St. Louis to Mexico, Mo., and included in the consist five gallery cars normally used in Chicago commuter service. Above, a portion of the group poses in front of the consist. Below, power for the trip was well-known Burlington Mike 4960.



OLD DOMINION: Chapter member Alfred Van Allen recently visited the Arcade & Attica Railroad to catch their 2-8-0 operating with assorted equipment. He also rode the Vermont Railway behind the 97, ex-Birmingham & South-eastern 200, a sturdy 2-8-0, pulling four old coaches and a caboose. Al said that the train's featured car was a well ventilated coach with all the windows removed and two baggage doors open with guard rails across and around the inside walls to hold on to. The trip ran over the old Rutland main line which had not seen a steam passenger train in 15 years or more.

Another James River Excursion was operated by the chapter Sunday, October 10. The well filled train operated over the freight-only James River Division to Balcony Falls. The consist included open observation cars at the rear of the train, which attracted many photo fans.

Member Dick Whiting recently returned from a 2500-mile jaunt during which he rode the Reader Railroad and photographed the Mississippian Railroad. Both roads are regular second-class freight lines with fine steam motive power. Reader, of course, includes a coach in the consist to haul railfans (and other passengers too). The latter claims to be the only road in the country operating a regularly scheduled mixed train with steam.

Another member, D. Wallace Johnson, provided the chapter with a most entertaining slide program recently depicting the results of a summer steam safari deep into the "wilds" of New Jersey and eastern Pennsylvania. His coverage included the Black River & Western, Morris County Central, Everett, Pine Creek, E.B.T., W.K.&S., and others.

WASHINGTON: The first passenger trains to roll over the Calverton-Warrenton Branch of the Southern Railway System since June 14, 1941, operated Saturday, October 23, and Sunday, October 24, on identical schedules. Sponsoring the excursions was the Washington Chapter in co-operation with the Southern.

The twin trips were arranged in recognition of a demand for a short-low priced trip on the part of members and the participating public. Departure from Washington was 10 a.m. and return was by 5 p.m. The fare was \$5 for adults and \$2.50 for children. The fact that this policy proved its point, was indicated by the full-train turn-outs experienced each day. Seating capacity was limited, because of limited track capacity at Warrenton.

Chapter members were favored again this year with Col. Howard G. Hill's vivid description of his New York to Chicago ride in the cabs of New York Central's 20th Century, in class J-1 steam locomotives. This was a sequel to his previous lecture when he told of a previous New York - Chicago ride in the cabs of Pennsy K4's on the famous Broadway.

Railroading in South America was the subject of a program at the September meeting as related by member Lee Rodgers. Bolivia was Lee's locale this year, and he speaks with authority, having ridden almost every mile of steep mountain and jungle railroads in that country, and Brazil.

"Journey through 'Britain'" by members Harry Dodge and Ara Mesrobian entertained the members during our regular October gathering.

SUSQUEHANNA VALLEY: Chapter Editor J. J. Young, Jr., reports in the September Feedwater Heater, on the unsolicited help of a member in providing some public recognition of existing railroad passenger service in his area.

"Many people go on doing far more than their share without any recognition," says Editor Young. "One of these is chapter member Hart Seely, Jr., of Waverly, N. Y. Hart, as most of you know, publishes the Waverly Sun and the Valley News. All summer long he has been running a two-column by eight inch ad blurbing the Erie-Lackawanna passenger service in no uncertain terms and adding such things as train times at Waverly, a plug for the tavern lounge service on the Phoebe Snow, reminding about the all-weather dependability of rail travel, advising about the "Family Plan" and low Mid-week Fares, etc. All of this has been done at no cost to the E-L. Has it been successful? Well, the agent at Waverly claims business has been better this summer than last and Hart reports that 24 excursion tickets sold from Waverly for the World's Fair Excursion of August 21. It is things like this that truly attest to the uncommon loyalty of the railfan towards the railroads. I seriously doubt that any other industry or business has such loyal and devoted UNPAID and UNSUNG 'Employees'".

Activities at the October meeting included a report by the nominating committee offering a slate of candidates for chapter offices for the coming year, plus a program of slides presented by member Russell Rawley, featuring scenes of activity in the Pennsy's big Enola yard, and the Strasburg, taken during a vacation trip this past summer.



Old Dominion and Washington Chapters NRHS

May 23, 1965, was the date of a joint trip of the Old Dominion and Washington Chapters to Old Point Comfort, Va. The special, shown above on Mill Creek trestle, between Phoebus and Old Point Comfort, was the first non-military train to Fort Monroe since before World War I. The train included two C&O road passenger units, one C&O coach, four RF&P streamlined coaches, Old Dominion Chapter combine 1506, and three standard RF&P coaches. Below, left to right, Lt. Col. Winston E. Wallace, Provost Marshal of Fort Monroe, and Dr. Chester D. Bradley, Curator of the Fort Monroe Casement Museum, welcome Washington Chapter President Herbert Thomas, Old Dominion Chapter President William Stratton, NRHS Director-at-Large Henry Libby, and E. M. Hutton, Chairman of the Hampton Civil War Centennial Committee.



TENNESSEE VALLEY: Once again several things have happened at the same time for the museum. We have been officially notified that the Southern Railway is preparing to donate the following three heavy weight Pullman cars to TVRM:

"Maitland", a 12 section, 1 drawing room; "Lake Eunice", a 10 section, 2 bedroom, 1 drawing room car, and "Lake Moreau" of similar facilities.

Also, with ICC approval of the 6910 the heavy repair work was initiated and completed in time for the chapter's sponsored excursion, October 9.

On this date a total of three separate trips were operated in co-operation with the Southern Railway from Chattanooga to Cleveland and return. The popularity of these trips and the manner in which they were operated provided needed revenue for the museum treasury and enjoyment for the chapter members who worked hard to put them over and assist in their operation.

Three new museum site prospects were investigated during the past year, bringing to nine the number the chapter's site committee has worked on since the beginning of operations. Of the three, a very promising one had to be abandoned when it was learned that the land owner needed the site for business expansion. Maximum effort will be devoted to site acquisition in the future.

WEST JERSEY: July 22, Chapter Secretary Lou Mountney assisted in the representation of a contingent of NRHS officials including National President Lewis Pardee, National Secretary James Myers and Bulletin Editor Alan Hunn as they were guests of the New York Transit Authority on the occasion of the golden anniversary of subway service in Queens and Brooklyn. Forty-five year old Interboro cars were repainted and sparkling clean for the event. Old maps and signs of the times were in place. The trip moved to the New York World's Fair, where Rapid Transit Day was being celebrated, and where further activities including a luncheon and entertainment were enjoyed.

A special program from the NRHS film library featured the chapter's first Fall meeting, held the third Monday in September. The October gathering was marked by an official report on the National Convention in Portland by our President Lew Pardee, who will also add details concerning his recent trip through western Canada.

Sunday, October 17, a Fall Outing complete with Nature's colors and the smell of soft coal smoke, marked another sponsored trip by both highway

and railway. A goodly crowd was on hand to ride the buses to Ringoes, N. J., where a special on the Black River & Western provided a rail link as far as Flemington. Then it was by bus again through Pennsylvania to Kempton and the all-steam Wanamaker, Kempton & Southern, which operates over a portion of an abandoned Reading Company branch through a rural section of eastern Pennsylvania. Arrangements were in charge of member Jim Laessle.

KANSAS CITY: Saturday, October 9, saw the Kansas City Chapter's second annual Fall Fantrip over the Santa Fe's branch line to Leavenworth, and return. The trip originated at the Morris, Kans., station, just a few miles west of the Argentine yards, at 7 a.m. with a special coach attached to the regularly scheduled freight. During the layover in Leavenworth the passengers enjoyed a lunch and plenty of opportunity to inspect rail activity there. Return to Morris was about 6 p.m., making a full day of enjoyment for those who took the trip.

BOSTON: Twenty-five members and guests were on hand for the August gathering held, as usual, in the South Station YMCA room. During a short business session the Rev. Alexander Hamilton was appointed to act as the chapter's official representative to the National Convention in Portland, in lieu of Director Al Horwitz, who was unable to make the trip. A report was received from Kevin Farrell relative to the proposed excursion on the main elevated line of the MBTA, using some of the remaining 0900 series equipment. Costs for a four-car train were deemed to be excessive and a decision to find out about costs of a two-car consist was approved. Entertainment consisted of assorted slides selected and presented by several members.

ROCHESTER: August 7 dawned bright and hot. Thirty-eight chapter members and friends gathered at the still-being-renovated passenger station at Livonia, N. Y., to ride the state's newest railroad, the Livonia, Avon & Lakeville. The size of the party permitted a reduced group rate, which added to the pleasure of the participants.

Fifteen minutes before leaving time, the 44-ton diesel and two gaily-painted coaches pulled into the depot from the south for inspection and picture taking. The coaches were ex-Erie commuter cars of the famous "Stillwell" design and had windows that could be opened

with a minimum of effort, and added attraction on the hot summer day.

Departure was just a few minutes off the advertised 1:30 p.m. and the journey took about an hour and a half. It is mostly down grade to Avon, a fact noticed on the return trip as our engine leaned to its task. About midway we stopped at Bull Head Pond, a scenic wonder of the Finger Lakes region, and then after wandering through the hills and woods, blowing for road crossings, we pulled into Avon just south of the crossing of Route 5. Following a lay-over of approximately fifteen minutes, during which the passengers stretched their legs, the return trip began back through the country to Livonia. All on hand voted the journey well worth the time and money.

ATLANTA: The Washington Club trip, August 23, behind the Dixie Flyer over the L&N between Atlanta and Chattanooga was enjoyed by 35 Atlanta Chapter members. The Tennessee Valley

Chapter provided an interesting tour of their museum collection, featuring an 0-4-0T steamer that pulled an NC&StL caboose and pushed a Seaboard parlor-diner.

Chapter President Dave Salter presented a report on the National Convention during the September 17 meeting, held in the Red Cross Auditorium. Other members on hand for the West Coast gathering included Chapter Secretary James Cannon and National Director C. W. Bartholomai.

The National Cash Register Company fireless steam locomotive "Dayton" is the latest addition to the Atlanta Chapter's museum collection. Official presentation of the engine will be made on behalf of Mr. Robert S. Oelman, NCR Chairman, by Mr. C. O. Miller, Branch Manager in Atlanta.

In addition, three Pullman cars will be donated by the Southern Railway in the near future according to word received from the carrier.

A delegation of Nashville Chapter members visited the Kentucky Railroad Museum at Louisville on July 25, 1965. Here Nashville visitors and Louisville Chapter hosts pose in front of L&N Pacific 152.

J. E. LeCroy





J. P. Stith

Old Dominion Chapter's newly acquired sleeper McGurth was used to journey overnight from Richmond to York, Pa., where on October 24, 1965, the chapter visited the Maryland & Pennsylvania Railroad. Steam trains on the Ma & Pa are run by George Hart's Rail Tours, Inc. This operation's two CPR Pacifics are restricted beyond Yoe, Pa., and former Reading Company locomotive shop 0-6-OT 1251 did the honors to Delta, end of the line. The reason for the restriction is evident in this photo of the trestle south of Yoe, as the 1251 eases its consist across. Auxiliary tender is typically Reading, as is the combine. Observation is CPR.

Steam railroading in Germany and Spain, plus street cars in Italy, Switzerland, Austria and Germany, added to some diesel and electric operations in the first two mentioned countries, took chapter members across the ocean for a most enjoyable screen tour, during the October meeting. The program was presented by Capt. William J. Koenig, USA, a recent member.

Plans for the chapter's annual Christmas Dinner, scheduled for December 16th, were discussed and reservations for the event requested.

CENTRAL NEW YORK: Again this chapter participated in the annual New York State Exposition by erecting a most attractive railroad display under the direction of Gordon Davis. Attendance was most gratifying and the co-operation of chapter members in its placing, operating and removing much appreciated. Those who assisted included Tim Walsh, Howard Walker, David Ross, Richard Palmer, Larry Meloling, James McKenny, Al Kallfelz, Bill Hayes, Ed Creighton, Bob Coye, Jack Collins, David Brang, Aaron Bradshaw, Paul Benz, and Ralph Balfourt.

Business at the September meeting included discussion of final arrangements for the September 25 Adirondack trip, plus the annual election of directors. Entertainment consisted of slides of Vermont railroading by members Andy Morrison and Jack Collins.

Sixteen coaches, two baggage cars, plus two open gondolas made up the consist of the Adirondack excursion train, tickets for which had been sold out many weeks in advance. Many persons were disappointed in not being able to go on the trip and it is possible that a second section could have been filled, provided sufficient equipment had been available. Chapter members worked their way by serving in many capacities including the much needed safety committee activities.

BUFFALO: The chapter opened its 1965-66 season with the first meeting, September 17, at the Continental Inn with good attendance. Following a brief business session a slide program of railroading in the Buffalo area 1964-65 provided entertainment.

Sunday, October 3, the chapter staged

its Annual Russell H. Shapley Memorial Trip over the Central's main, Fallbrook and Auburn branches. A fine day, a good crowd, plus plenty of railroading made a success of the event.

Member and Program Chairman Kevin Mugridge spent eight weeks teaching at the University of Vermont in Burlington and came to fall in love with that wonderful CNR subsidiary, the Central Vermont Railway. His most interesting report of railfan activities during that period was published in the September issue of the Airpump, official chapter newsletter.

A visit to the newly operating Lakeville, Avon & Livonia Railroad was made recently by members Bayly and Ganger, who enjoyed a fast ride in the two-car, diesel pulled passenger train. At the throttle was another chapter member Reg Nugent, Engineer-General Manager.

"International Railway Company Night" was celebrated at the October meeting and was a very popular event due mainly to the efforts put forth by members Burke, Mugridge and Ahlstrom.

Member William (Short Line) Reddy took his family along on a trip by highway through portions of Pennsylvania and West Virginia for the purpose of seeking out short lines and tourist railroads. Bill reports the tour a complete success with visits to the Carroll Park & Western, Wanamaker, Kempton & Southern, Wellsville, Addison & Galetton, the old Pittsburgh & Western (B&O) out of Kane, all in Pennsylvania and the Middle Fork, Elv Thomas Lumber and other roads in West Virginia.

NORTH JERSEY: The September issue of the Marker, official chapter newsletter, edited by Michael Glikin, featured a very fine article on the abandoned Hoboken Shore Railroad, as authored by member Perry L. Billington, Jr.

The author presented a brief outline of the history of the once busy terminal line, its association with the territory which it served over the years, and the reasons for its recent demise.

Harold Goldsmith provided the entertainment for the September meeting in the form of slides and photos from his extensive collection. Business included discussion of arrangements for the proposed New York City Transit Authority trip later in the Fall. An auction of railroadiana provided spirited bidding and some additional income for the chapter treasury.

October was "the month of trips" for most chapter members who had a choice

of five separate week-end excursions, by rail with steam diesel and electric power on the head end. Many rode one or more, some all that did not over-lap.

Member John J. Emerick, Jr., assistant trainmaster on the Jersey Central, provided the entertainment at the chapter's October meeting in the form of a program of slides of midwestern railroads, plus a talk on his own personal experiences on the CNJ.

CONNECTICUT VALLEY: F. Raymond Gale now heads the Connecticut Electric Railway, museum operation of this chapter. Mr. Gale replaces Kerwin E. Schmeiske, who had held the post since March 1960. He had served as Vice-Chairman since 1964 and previously had been Membership Secretary and the first Chief Motorman.

Robert W. Eggleton, who served as Secretary for 11 years, has been promoted to the position of Vice-Chairman, and Roger K. Steele is Secretary. Donald G. Snelgrove is Treasurer, assisted by William E. Wood. The chapter wished Bill well on the recent occasion of his marriage.

The Board of Directors has been enlarged from 12 appointed and 3 permanent directors to 15 appointed and 3 permanent. Herb Boothe is Station Agent; Karl P. Hartmen, Line & Power Supt.; Clement L. Manning, Supt. of Operations; Kerwin E. Schmeiske, Roger K. Steele, and Robert Eggleton, Track Superintendents; Donald G. Snelgrove, Public Relations; Frederick S. Bennett, Supt. of Rolling Stock; William E. Wood, Building Construction; Robert Pratt, Supt. of Grounds and Structures; William Mertens, Asst. Supt. Operations, and LeRoy Roberts, Manager of the Gift Shop.

October 2, the museum was host to officials and supervisors of the Connecticut Company, with Horace D. Bromley and William Mertens in charge of the arrangements.

October 28 the museum celebrated its 25th year, and in connection published reminiscences in its current issue of the "News", which included a very fine article by member Henry R. Stieg, plus pictures of the first track laying party, back in 1946.

PHILADELPHIA: The first regular meeting of the 1965-66 season was held Friday, September 17, in the Engineers' Club, at which time a selection of four professionally produced railroad industry films were screened. A variety of subjects ranging from car ferries to car washers was covered.

A two-part program featured the October get-together. Part one was a presentation of the Reading Company,

entitled "Operation Reading", in the form of a slide program detailing that railroad's revitalized suburban Philadelphia commuter operations. Part two consisted of member Dick Lane's excellent movies of the Crich Trolley Museum in England, taken this past September. As an added attraction Dick included a reel of movies of traction operations at the Seashore museum, in Maine.

NASHVILLE: J. D. LeCroy, Chapter Secretary, reports recent activities have included trips and the possibility of trips. Efforts on the part of several members, including Dr. J. G. Payne, in particular, to negotiate an excursion aboard the Tennessee Central's opulent business car, last piece of TC passenger equipment, and noted for having been built for veteran screen actress Mary Pickford, have regrettably come to naught due to the road's inability to operate the car on the rear of a freight.

One highly successful trip, however, was made late in July at the invitation of the Louisville Chapter to visit that city. After a good night's sleep aboard the L&N's "Humming Bird", those attending journeyed through the South Louisville Shops with Mr. Charles Castner as our guide. After a morning hiking through the huge buildings, we were whisked off to the Kentucky Railway Museum and thence to see some of the fine model railroads that can be found in the area. A short "bull session" aboard the Louisville Chapter's solarium, "Mt. Broderick", and we returned to Nashville on the "Bird", having had a most enjoyable time.

On September 24 a number of members managed to arrange a day off to ride the L&N's mixed train from Dickson, just west of Nashville, to Hohenwald, a run which abounds in hair-pin curves, dizzy trestles, and Tennessee hills. Departure for the Monday, Wednesday and Friday train, 161, was on the advertised time of 7:30 a.m. This leisurely trek (all day for the round trip) through the rural environs is certainly recommended for those who fancy the out-of-the-way pastoral aspect of railroading.

Member William Gill, an L&N ticket agent here, has added valuable items to our historical collection in the form of many tickets and timetables of the absorbed NC&StL, which he found mouldering in a dark corner of the Union Station.

ALABAMA GULF: This chapter is now publishing a very well edited and printed quarterly which has appropriate-

ly been called "Iron Horses". Volume One, Number One, edited by Roy Keeley, Jr., Theodore, Ala., came out in May and featured, among other railroad illustrations, a cover shot of the T. R. Miller Company Railroad's 60, a rare old cabbage-stacked wood burner of the 4-6-0 wheel arrangement, and a full page map of the railroads in the State.

The chapter also has the "makin's" of a museum. An ex-L&N caboose, parked on the rip track of the Alabama State Docks Terminal Railroad, serves as a meeting place. An 0-4-0 saddle tank, built by Cooke in 1917, and now owned by Roy Keeley, is also on the property, as is a fine open-end observation car owned by another chapter member. Maintenance and renovation work is now under way by various members.

A recent trip by members and guests terminated at Pensacola, Fla., where they visited the plant of Newport Industries, a chemical complex that processes resin products. A tour of the place was conducted by Mr. L. W. Rich, yard supervisor. But what proved to be the most interesting object around was a rare little "fireless cooker" of 0-4-0 wheel arrangement, built by Heisler a long time ago, but still in service, assisted by a Whitcomb diesel.

TACOMA: A joint meeting with the Pacific Northwest Chapter took place in Centralia, Wash., in August, at which time final plans were formulated for the National Convention in Seattle over Labor Day weekend. Entertainment was furnished by PNW member Ed Immel, consisting of a program of colored slides recently taken of the Yakima Valley Transportation Company's operations.

Events and activities in connection with the National Convention took up most of the time at the chapter's September meeting, held in the Washington Natural Gas Company's Building, in Tacoma. Chapter vice-president Don Rauch came up with film fare in the form of a "Burlington" public relations movie "Vista-Dome Adventure".

The following month movies featuring the last run of St. Regis Paper Company's Klickitat Shay, 7, were presented.

In connection with the convention the chapter printed a fine 20-page issue of its official publication, the Train Sheet, containing news of current events, activities and a complete article featuring the abandoned Skagit River Railway. Numerous illustrations, plus a map of the Skagit River operation, filled out, to make it one of the most interesting chapter publications issued in a long time.

NEW BOOKS

STEEL RAILS TO THE SUNRISE. The Long Island Rail Road by Ron Ziel and George Foster. Published by Duell, Sloan & Pearce, 60 E. 42nd St., New York, N. Y. \$12.95.

Reviewers of railroad books have become quite accustomed to the regular receipt of volumes dealing with Western railroads which draw upon a wealth of unpublished old photos emphasizing the flavor of railroading in the old West, usually illustrating a variety of railroad equipment and operations seemingly unknown elsewhere. If Eastern lines have such a heritage there has been relatively little in print to show it. With "Steel Rails to the Sunrise" Ron Ziel and George Foster have put together a 50,000 word photo essay about the Long Island Rail Road which portrays the urban commuter line of today as a system with a most colorful past.

If the Long Island's gray MU's of today are less than photogenic, the road's sheer complexity is in itself impressive. Its highly developed physical plant is considered to be so valuable that it is to be acquired by the State of New York, with parent Pennsylvania Railroad's co-operation, to become the first publicly operated Class I railroad in America. The Long Island's recent history has been darkened by unfortunate political

and economic storms and most railfans have not bothered to look at it closely, considering it, perhaps, just a dull part of the Pennsylvania.

Fortunately, for the Long Island, Ron Ziel and George Foster have given the road long overdue attention by compiling a volume of 550 photos and 22 drawings which show the system to be as interesting as any railroad in the country. Their photo caption text reflects strong opinions but great affection for the road. It is obvious that they have put a great deal of care into the publication making it a far more interesting book than might have been expected.

One can find fault with this book. Some of the photos are not good enough for the enlargement they have received. Purists may find some shots too "arty" for their tastes. Taken as a whole, however, any reader cannot help but be impressed by the wealth of fine old photos which fill this volume — the result of conscientious searching — creating a view of railroading on Long Island quite in contrast to the utilitarian, if modern, image of today.

The variety of equipment which has carried the Long Island name is topped by no other road. The lover of the quaint and the unusual, and the model railfan in search of prototype ideas, need

Long Island Rail Road in the snow. Three 4-4-0's work a plow at Amagansett on the Montauk Division in this 1898 scene.

Collection of Ron Ziel



look no further than this book. In the 1870's and 80's, the road was a rural line operating classic 4-4-0's and ten wheelers. By the 1890's it was a road using 0-4-4T Forney types shuttling commuters to Manhattan in connection with a sizable fleet of ferry boats. Until 1927 it was an important steamboat operator on Long Island Sound, a service thoroughly covered, which should be the delight of steamboat fans. At the turn of the century it had become a road with trunk line flavor operating a fleet of Brooks camelbacks. On its branches it operated storage battery cars, trolley equipment and a variety of gasoline units. Today it is noted for its varied fleet of third rail MU equipment.

If the Long Island lost its individual flavor under the pressure of Pennsylvania Railroad control it certainly gained in physical plant. This latter day period when Pennsy influence predominated is well covered photographically and will be of interest to PRR enthusiasts who up to now have had little available on the Pennsy's commuter subsidiary.

In its entirety "Steel Rails to the Sunrise" is quite an impressive volume. Like any railroad book each individual must equate the price with the desirability of the material. Anyone with a more than casual interest in the Long Island must agree that it is a most comprehensive volume. Frankly, this reviewer never expected the Long Island to be the subject of such a devoted effort. Its friends must be highly pleased and this is the objective of any book of this nature.

BURLINGTON ROUTE, A History of the Burlington Lines by Richard C. Overton. Published by Alfred A. Knopf, New York, N. Y. \$10.00.

Burlington Route is one of the most comprehensive histories of a major American railroad to be written in recent years, the burden having been left usually to railfans to cover the field — usually photographically or with emphasis on the changing physical characteristics of railroading. This book is quite different, for Richard Overton has brought the skills of a lifetime as a professional historian to bear on the task of recounting the Burlington's history from 1849 through 1964. No other history of a major railroad has been more thoroughly researched or carefully documented than this. The analysis of the economic conditions which influenced the administra-

tions of each Burlington president and the evaluation of those men and their contributions to the Burlington system are an important part of this book.

Photographs are only incidental to this work. It is the 29 chapters of text covering 580 pages which give it true value, together with a comprehensive index and bibliography, making it the all-time reference work on the Burlington. Readers should be advised that this is not a book to be read in an evening — or even several evenings in a row. It is a book to be picked up and read carefully in part whenever an admirer of the Burlington wishes to become better acquainted with the road's history. This is not to imply that the text is hard reading — it is clearly written and will hold the interest of any mature reader, a history in depth which should not be skimmed through.

It is a stroke of good fortune that this book has been released at the close of the Murphy administration, for the Chicago, Burlington and Quincy may soon be a part of the Great Northern Pacific and Burlington Lines. The retirement of Harry C. Murphy seems to mark the close of those chapters of Burlington history, beginning with the appointment of Ralph Budd in 1932. During these years the Burlington was transformed from a good Mid-western railroad to a world leader in railroad modernization, all this during a period of violent change in transportation.

There is no better way to measure the Burlington's contribution to the image of modern railroading than to consider what the face of American railroading would have been through those dark years of depression, world war and post-war adjustment without the Burlington's positive, forceful and progressive leadership. Its success as a pioneer in dieselization and fast freight and passenger services gave many other lines the courage to plunge ahead into a future which has rarely looked very bright. Through it all the Burlington has maintained a refreshing "public be pleased" policy which has benefitted the entire railroad industry.

Burlington Route will be a required purchase for all persons interested in the road, an enduring record of the making of one of the most influential railroads of this century. The \$10 price tag is a modest one for the many years of historical research and careful preparation this volume represents.

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RAILWAY NEWS IN REVIEW

One of the world's finest railroads is no longer in charge of its outstanding leader. Harry C. Murphy, 73, President of the Chicago, Burlington & Quincy since 1949, retired last October 1st. The Q's visible excellence in rolling stock, roadbed, facilities, service, and results, must be attributed to Mr. Murphy's leadership, to his clear-headed but great love for railroading, and to the strong foundation laid by Ralph Budd.

To Harry Murphy goes the very best wishes of N.R.H.S. members, not least for that unforgettable 1961 Chicago Convention Special, behind the 5632.

The Burlington's new president is Louis Menk, who left the presidency of the Frisco. There Menk was capably filling the void left by another superb railroader, the late Clark Hungerford.

If a few railroads dominate the news, it's because they create the news. Last Fall one issue of "Traffic World", the trade paper of freight transportation (and which therefore must report with a fine impartiality on both the tax-paying railroads and their tax-fed competitors), featured several long articles concerning the Southern Railway. First, "T.W." reported on the really revolutionary new hopper car, SOU 100. The significance of this car is its ability to carry an undreamed of pay load in proportion to tare weight ratio. The Southern claims about a 6 to 1 ratio. This is achieved by individual car units so short that no heavy car structure is required to act as a strong bridge between distantly-spaced trucks, such as are under conventional cars. With individual car units only about 25 feet long, riding on single trucks of an entirely original concept, on 38-inch wheels, the units are very closely coupled with a pin-connected simple coupling, whose rigidity induces the cars to restrain each others' vertical and lateral motion. All of these features combine to impart a satisfactory tracking that has not been approached by any previous attempts at lightweight single-truck design.

Coincidental with this great advance was a Southern Railway judicial victory of potentially enormous benefit: the upholding of their "Big John" grain rates. The United States Supreme Court had ordered the Interstate Commerce Com-

mission to review its refusal to permit the Southern to heavily lower certain grain rates. These had been reduced to reflect the lower costs permitted by using the "Big John" covered hopper cars, moving in multiple-car shipments. The I.C.C. has now carried out the Supreme Court's edict, and in this one instance has decided that it is not altogether a crime to be a railroad (in David Morgan's words).

Also reported was the "Open House" staged by the Southern in its new Control and Co-ordination Center, in Atlanta. Here Mr. Brosnan's boys have gathered together all of the latest in communications, computers and related things and ideas. They are attempting to operate the 10,200-mile Southern Railway from one room.

The passenger portion of the SOU doesn't loom importantly in this new center, to say the least. And the system's recent discontinuance of express operations clearly spells out the very dim future of the Southern's passenger trains.

Southern Pacific has discontinued Trains 39 and 40 (remainder of "The Imperial") between Tucumcari, N. M. and Los Angeles. This fits in with the Rock Island's abandonment between Chicago and Tucumcari of these trains last October 6th.

Last September this reporter enjoyed a ride sitting in a chair on the brass-railed open platform of an old observation car, on a train in regularly scheduled service. Not on a short line or in some distant place, but starting inside New York City, from a regular passenger terminal. Not deep in a tunnel or up on an elevated, but right out at ground level, at the Long Island Rail Road's Hunters Point Avenue Station, the western extremity of the road's electrified trackage. From here west third rail is solely in the Pennsylvania's East River tunnels and into Pennsylvania Station in Manhattan. This train is one that is unbelievable to the eye of the visiting railfan. Behind two colorfully liveried road switchers are (usually) about 13 cars. Every one is an old heavyweight parlor car, with a few private rooms. (The cars were originally sleepers in some cases). In every



F. G. Tatnall, Jr.

Two of Louisville & Nashville's veteran E6 units pause on servicing tracks at Louisville, September 20, 1965. These 8-million mile locomotives have recently been repainted in the road's new gray and yellow paint scheme, and fitted with high visibility plastic number panels. Their days may be numbered, however, with L&N's purchase of seven newer E units from the Frisco. At left, Pennsylvania's South Wind prepares to leave for Chicago.

room a table is set between the chairs or divans for refreshments. Every Pullman washroom is filled to the ceiling with glasses, trays, bottles and cases of refreshments. Scattered through the cars are what Lucius Beebe calls Cartes des Vins, but boldly titled by the LIRR: "FIREWATER".

Every car is highly varnished, with a prominently displayed car name. The observation platform carries a big square sign, depicting a cannon firing a red ball under the train's name. This train is THE CANNONBALL. It runs Summer Fridays only, picking up 99% of its load at Jamaica, the big interchange point nine miles east of the Hunters Point Avenue Station. This all but incredible train is testimony to the vision and imagination of LIRR President Thomas Goodfellow and his staff. That observation car, incidentally, is the last one in regularly scheduled service in North America.

Railroad abandonments in 1966 started out with a big one. The beautifully scenic and highly interesting St. Johnsbury & Lamoille County is about to disappear. Starting at a connection with the Central Vermont at Swanton, Vermont, the line runs 96 miles eastward across the northern part of the state,

terminating at St. Johnsbury. Until a few years ago, this eastern terminus was still of some importance. Through St. Johnsbury the Canadian Pacific comes south towards White River Junction, and the Maine Central starts east across New Hampshire to Portland, Maine. The MEC made a determined but unsuccessful effort to acquire the St. J. & L. C. in 1958. At that time some industrial companies (mostly shippers) controlling the road sold it to H. E. Salzburg Company. Railfans are familiar with the Salzburgs. They buy short lines and operate them awhile. If deemed advisable, the Salzburgs improve the line and try to operate at a modest profit. If operations do not result in a profit, the line is abandoned. This is what has happened on the ex-St. Johnsbury & Lake Champlain (once nicknamed "St. Jesus & Late Comin").

Those of us fortunate enough to have ridden the St. J. & L. C. will always remember ex-MEC and ex-B&M Consolidations and combines, with rear-platform views that ranged from pastoral scenes of five covered railroad bridges, to stunningly scenic vistas of the distant White Mountains. Conductor Percy Towne and his mixed-train crew, all friendly and informal, carrying gargantuan lunch

boxes, did a surprisingly large amount of freight work in a long day.

Among the abandonments of the end of 1965 are 23½ miles of the Chicago & North Western, between Hudson and Ellsworth, Wisconsin. The Rock Island's mounting woes are beginning to show in track abandonments. Last September the CRI&P accelerated the proceedings by requesting permission to abandon a 61¼-mile line between Pipestone, Minn., and Clear Lake, S. D.

The threat of additional abandonments on a large scale may improve the chances of the UP and SP getting control of the Rock Island. But UP and SP would have to prevail over the extremely powerful opposition of other roads that would be adversely affected by such a Rock Island dissolution and absorption. The late John D. Farrington did a masterful job of completely re-building the CRI&P, from roadbed to "Rockets", and made Downing Jenks his heir. Jenks subsequently moved to the Missouri Pacific.

Perhaps the U. S. passenger train is now on Mr. Hosmer's schedule. Some years ago I.C.C. Examiner Howard Hosmer predicted that by the end of 1970, all passenger trains, except some commuter runs, a New York-Chicago train, and one or two others, will have entirely disappeared. [See David Morgan's superb documentary: "Who Shot The Passenger Train", in "Trains" a few years ago.] Latest road to join the all-freight parade (which was led by the Wheeling & Lake Erie in 1938) is the Chicago Great Western. CGW Nos. 13 and 14, the Omaha-Twin Cities over-nighters, were to go before the end of 1965. Indication of popular interest in the matter was the appearance of only one witness at the I.C.C. hearing in Omaha. The trains averaged 14 passengers each in the first half of 1965. What a contrast with the old "Red Bird" of the 1930's, with its beautifully lined-out red Atlantic type on the head end.

The last two ex-Nickel Plate passenger trains, between Buffalo and Chicago, were finally pulled off in October of 1965, after several attempts. On September 7th the last Missouri Pacific passenger train left Kansas City for Omaha, and the next day the last train from Omaha left for Kansas City. The 195-mile run is still served by the Burlington's three daily trains, over on the east bank of the Missouri River.

The new Canadian Pacific top management continues cool toward the passenger business. Public announcements up to last fall indicated a reduction in transcontinental trains. CPR has also

voided its pool train arrangements with the Canadian National. These had been in effect between several major eastern Canadian terminal cities since 1933.

Until last year the Missouri-Kansas-Texas was heading toward ruin and piecemeal abandonment. Then John W. Barriger assumed control of the Katy's affairs. From being face-to-face with the scrap heap, the Katy may now have a future. Last Fall the "Wall Street Journal" reported that Barriger's efforts may start to bear fruit. If such actually occurs, Barriger hopes to merge it with a desirable partner. "The Katy is the best route from Kansas to northern Texas, and there isn't a railroad in the southwest that couldn't use it to great advantage," said Barriger. It was only Barriger's highly justified personal reputation and his great ability that has produced some confidence in the future of the Katy.

At a railroad convention last year, D & H President John P. Hiltz, Jr. gazed into his crystal ball with a commonly shared hopefulness. He looked beyond the mergers of this era. "If U. S. railroads are to survive, only equipment innovations will have the necessary potential for increasing revenues and decreasing expenses. Equipment of the 1970's and 1980's will be so sophisticated as to be beyond comparison with that in use today".

Hiltz expects that locomotives of the future "will include units of at least 10,000 horsepower, capable of 100mph freight speeds. To control slack run-ins and run-outs, automatic controls will govern power input, and braking systems will be greatly improved".

In the same vein at this convention, Maine Central vice-president R. E. Baker continued: "Future speed needs may force a complete change in brake systems . . . We have been wasting too much time coupling hoses and charging up air brake systems". As if in answer already, that most interesting all-new Southern 100 hopper car sports extra-durable plastic air brake connections, and the Buffalo Brake Beam Company's disc brakes. Presumably, the high speed brake applications and re-chargings would be supplied by a secondary train line and/or new ideas in electro-pneumatic braking.

A desirable innovation incorporated in new motive power now being delivered to the Pennsylvania is General Electric's automatic slow-speed regulation, permitting speeds of ¼mph for loading and unloading bulk commodities in unit-train lots, while the train is on the move. The Pennsy is also starting to experi-

ment with automatic control of mid-train helpers. This should help to reduce break-in-two's at speed.

From the fabulous railway exhibit in Munich, West Germany last summer, came a hint of the future in Europe. Dr. H. M. Oeftering, President of the West German Railways, looked well beyond the 125mph schedules his system is about to start on a large scale. The western European countries are well on the way to a wide-spread dependence on super-highways and fast automobiles. All of their major cities are now linked by jet-engined planes. So Dr. Oeftering said there's no reason why a European equivalent of the Japanese New Tokaido Line should not be built from scratch between important urban areas of Western Europe. He continued: "Application of modern technology and automatic devices should make maximum speeds of up to 200mph practicable".

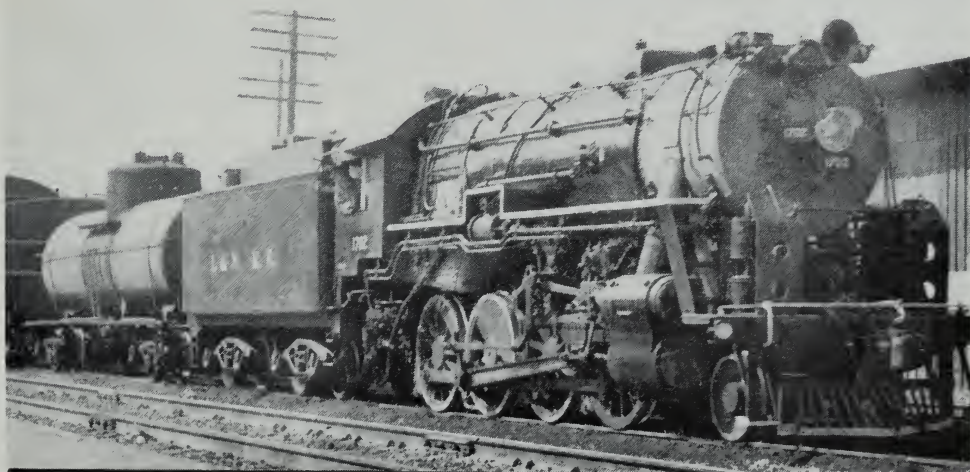
Construction on the first railroad electrification in the U. S. A. in over 25 years was commenced October 5, 1965. Five miles, on the Reading, from New-

town Junction, to Fox Chase on the Newtown line, all in the city of Philadelphia are being electrified. Inauguration of electric M.U. service is expected next summer.

When President Johnson signed the High-Speed Rail Passenger Transportation Act in September 1965, the day was brought closer when rail passenger improvements would be made in the nation's northeast transportation corridor. Concurrent with this ceremony, Pennsylvania chairman Stuart T. Saunders announced the details of a contract between the Government and the PRR were being worked out to obtain 50 self-propelled cars, with the Government contributing \$9.5 million toward their purchase. Pennsylvania has committed itself to the expenditure of \$10 million of its own funds to upgrade track, stations, catenary, and other facilities. It is expected that these improvements will make possible a 35 to 55 minute reduction in running time between Washington and New York by establishment of a 3-hour schedule for the 227-mile run.

Believe it or not, this is a recent photo of mainline activity at Bay St. Louis, Mississippi. Consolidation 1702 was used in making the movie "This Property Is Condemned", and following the completion of the film moved via L&N to New Orleans, Kansas City Southern to Hope, then Missouri Pacific to its home at Reader. A diesel pilot was used except on the L&N, where the 1702 moved under its own power.

Wilbur T. Golson



PRESIDENT'S ANNUAL REPORT

In reflecting on the events of the past year it is obvious, from any standpoint, that 1965 was marked by many changes having a serious impact on the Society's operations. This stems directly from our growth over the past few years and has manifested itself mainly by overburdening our officers — all of whom serve without compensation. I would like to report to you that this situation will be corrected next year.

We are suffering the "growing pains" of success and while we are too small for full-time clerical assistance, we are almost too large to be carried on entirely by voluntary services. Steps have already been taken to ease the strain in these difficult times and further action will be initiated as time and circumstances dictate.

We expect to bridge this transition with a gradual increase in part-time paid clerical support, where required, until such time as we can afford to centralize the bulk of the work in the headquarters office and employ a full-time clerk. Just how long this will take I cannot predict, but, I can assure you that the necessary steps will be taken to guarantee a capacity for continued growth.

Full consideration is being given to maintaining the dues at present or reasonable levels and this will be the subject of a report in 1966 containing specific recommendations.

Our total income for the fiscal year ended October 31, 1965, was \$14,067.39 and we expended \$14,154.09. The narrow balance between income and expenses required a close watch by your President and Treasurer and we have been acutely cost conscious. Our closing balance amounted to \$6,692.78 and we added 361 new members to our rolls during the year, bringing the total membership up to 3,530 on October 31, 1965.

It is with sincere regret that I must record the passing of nine members of the Society during the past year. Three

of these men were long time personal friends and widely known throughout NRHS. They were: John D. Antonides of Louisville, Ward C. Shafer of Rochester and Sydney S. Walker of Philadelphia.

Our chapters have engaged in many worthwhile activities during the past year. Two enterprising southern chapters have operated their own steam locomotives. Both the Tennessee Valley Chapter and Atlanta Chapter are to be congratulated on these achievements, for they are truly the fruits of their hard labor. Other chapters were active in various ways such as maintenance of displays and booths at State Fairs, participation in centennial celebrations, and cooperation with various other public bodies in connection with commemorative events. The Old Dominion Chapter chalked up a "first" when they underwrote the cost of TRAINS MAGAZINE subscriptions for several public schools' libraries in Richmond, Va.

Chapter-owned passenger cars were operated extensively last year by the Intermountain, Iowa, Atlanta, Tennessee Valley, Old Dominion, Midwest and Louisville Chapters. Our Connecticut Valley Chapter continues regular trolley operation at Warehouse Point, where our Directors were treated to an inspection at the time of their meeting in April of this year.

Over the years NRHS has received considerable help and encouragement from the railroads and we are duly appreciative. This year I want to make special mention of the Southern Railway System, which donated 10 heavyweight ex-Pullman cars to various on-line chapters. In addition the Southern also donated some 12 acres of land to the Atlanta Chapter as a future home for their museum.

The Portland Convention was an historic milestone and fulfilled a promise your President made a long time ago in Kansas City. That promise was to bring NRHS to every corner of America —

spanning the prairies — crossing the great Rocky Mountains — and finally to the shores of the blue Pacific. . . With the highly successful Portland Convention that promise became a reality. Our thanks go to the Pacific Northwest Chapter and convention chairman Miln D. Gillespie. Thanks also to the new Tacoma Chapter who cooperated in Portland and acted as hosts in both Seattle and Tacoma. The Iowa Chapter also had an important hand in the success of the convention by sponsoring the "International Limited" which ran from Chicago to Portland and return. This train received great praise as the optimum in railroad luxury and private car service. Credit for this operation goes largely to Richard M. Billings, Trip Chairman, and Allan Vaughn, Iowa Chapter president.

Our officers met in various cities during the past year to conduct the So-

ciety's business and these meetings grow more frequent as membership increases. One of my most pleasant duties is visiting with our chapters and last year I traveled to Burlington, Vt., Warehouse Point, Conn., Atlanta, Ga., Portland, Ore., Miami, Fla., Richmond, Va., Madison, N.J., Louisville, Ky., Baltimore, Md., and Syracuse, N.Y. I am happy to report that I have found a high level of interest and enthusiasm.

1965 has indeed been eventful for NRHS and great changes have taken place. Problems have been with us always. However, with the teamwork and cooperation of our National and Chapter officers I assure you that the National Railway Historical Society will continue to grow and steadily progress toward our goals in the year ahead.

E. L. Pardee, President

INTERESTED IN ORGANIZING A CHAPTER IN YOUR CITY?

For details, write to

Carrel I. Tod,

Vice-President-Membership

1908 North Quintana Street

Arlington, Virginia 22205

ville Midland Decapod 203. In fact, the 203 is leased to the museum, and is the property of the Atlanta Chapter. Thanks to Bulletin Midwestern Representative Frank Tatnall, of Louisville, and Don Phillips, of Auburn, Ala., for pointing out these errors.

In the same issue, on page 6, we attributed the piece on British Railways' Vale of Rheidol line, "We Three Chartered a Train", to Staff Photographer Ara Mesrobian. In fact, the article is the joint effort of Mr. Mesrobian and Harry P. Dodge.

Mr. Dodge is chairman of our Film Library Committee, and we would like to mention again this service to NRHS chapters. Please note Mr. Dodge's address is now P. O. Box 1654, Wheaton, Md. 20902. Chapters wishing programs should write to Mr. Dodge for the current list of programs, and individuals or chapters who wish to submit programs for future lists should contact him.

We were pleasantly surprised, in compiling this issue, by the broad photographic coverage given the Portland Convention. A large number of excellent black and white photos were available for our use, as you will see by examining the photo credits accompanying the photos in the convention article.

For many years, the burden of convention photography has fallen largely on Ara Mesrobian's shoulders. Those of us on the staff have been most appreciative of Ara's efforts, particularly when

The Editor Comments

Once again we goofed, and pardon is requested, especially from Southern steam fans.

In our presentation of the Tennessee Valley Railroad Museum, we made two errors. On page 35, No. 5, 1965 issue, we said that former Southern engine 4501 is a 2-8-0. In fact, this engine is a 2-8-2, as is the museum's other operable engine, the 6910. And on page 37 we said that the museum owns Gaines-

we could not afford the best in photo reproduction. He never complained about the treatment of his photos — always keeping us supplied with excellent enlargements of a variety of subjects.

Anyone who has seen Ara's color work comes away impressed — and working two cameras is often an inconvenience, as those of us on the staff who are photographers know. We never intended, however, that Ara's photos, or those of Lew Hoy, Frank Tatnall, or Bill Wagner, would take the place of other contributors' — only supply the volume needed to meet the Bulletin's increasing requirements. At times we have wondered if any of our members still used black and white film.

This issue, however, was different. First of all, the convention was well covered. In addition to Ara's work, we received excellent photos from Jack Holst and PNW Chapter Photographer Bob Murphy (both kindly supplied by Convention Chairman Miln Gillespie) and some interesting photos with a different point of view from the International Paper Company.

We hope we will receive a steady supply of photos from our members in the Northwest — they have some magnificent scenery in which to record first class railroading and the region is rich in

rail history of exceptional character — as well as other areas where railroading has unique flavor. Until NRHS visits the West Coast again, we hope we visit with Western members frequently through the pages of the Bulletin.

In addition, we received a fine selection of Chapter Activities photos, some of which we must save for Bulletin No. 2, when winter hibernation reduces the flow of trip photos to a minimum. (We might say that in making our selection for this issue we gave preference to chronological order, that is, other things being equal, we selected a picture of a September trip over one of an October trip).

Take a look, for example, at the photo of the Cass Scenic Railroad on page 2 by Wally Johnson and other photos of Old Dominion Chapter activities by Jack Stith. We'll have a good deal more on Richmond in preparation for the 1966 convention. Didn't we hear, by the way, that the chapter was engaged in a project of photographing old railroad structures in Virginia before they disappear?

We also received some fine photos from Ray Gehl in St. Louis, another area from which we would be happy to receive photos regularly. We might some day do a photo story about the Wabash

National and local officers pose in the wheelhouse of the Portland during the Friday trip. Front row, Convention Chairman Miln Gillespie, National President E. L. Pardee, Tacoma Chapter President W. G. Anderson; rear row, PNW Chapter President Jack Holst, National Vice President-Membership Carrel Tod, Port of Portland Marine Manager Adam Heineman.

Robert B. Murphy



branch from Centralia to Columbia, Mo., which still has passenger and mixed train service, a type of branch operation virtually unique today. Perhaps our St. Louis Chapter might consider such an article.

We can always count on occasional photos and articles from Jim Scribbins, such as that on the Rock Island suburban service which appeared recently, and you have seen some fine photos from Doug Miller in recent issues. Doug is a new contributor whose striking photo of the Canadian Pacific RDC's was used on the cover of No. 5, 1965.

We suggest more photographers might put in a roll of black and white and search out your area's vanishing railroad artifacts, or favorite scenic spots, along your local railroads.

Take a look at Bill Wagner's recent photo story about the closing of the Atlantic City station, or Lew Hoy's account of railroading in New England. They are both present-day accounts but also examples of a type of railroad operation which is already becoming history.

NRHS people are busy people. They run trips, produce historical publications at the chapter level, manage museums, and travel extensively. The result is that few persons have the time to prepare articles and do historical research in the depth we believe might be desirable in some instances. The NRHS, however, has become an institution in

itself and it makes its own news. In its almost 30 years of existence, the NRHS has evolved into a stable organization of unique character, its members characterized by their broad range of interests and their tolerance of the other fellow's point of view. Indeed, we sometimes get the impression that no two NRHS members have exactly the same interests, but that there is a great deal of community of interest — just enough, perhaps, to make life in the NRHS interesting.

We found our membership in the Pacific Northwest and Tacoma Chapters to be much like the rest of us in this respect. In their group they have men capable of building a steam locomotive, working at preserving historic equipment, model building, and photographing.

We, the Bulletin staff, wish to take this opportunity to tell our friends in the Northwest that we are proud of the people who represent our Society there. They are a friendly group, drawn from all walks of life, who ran a convention of which anyone could be proud.

For those of our readers who could not attend the convention, we have included with this article a photo of the officers who made our first West Coast convention possible. Someone irreverently referred to it in the office as "six wheels in a wheelhouse".

More on the Tennessee Valley Railroad Museum. Kentucky & Tennessee Mikado 10, shown at the bottom of page 37, No. 5, 1965, is pictured here as the Museum has repainted her.

Photo was taken at Cleveland, Tenn., on a TVRM fan trip on October 9, 1965.

F. G. Tatnall, Jr.



